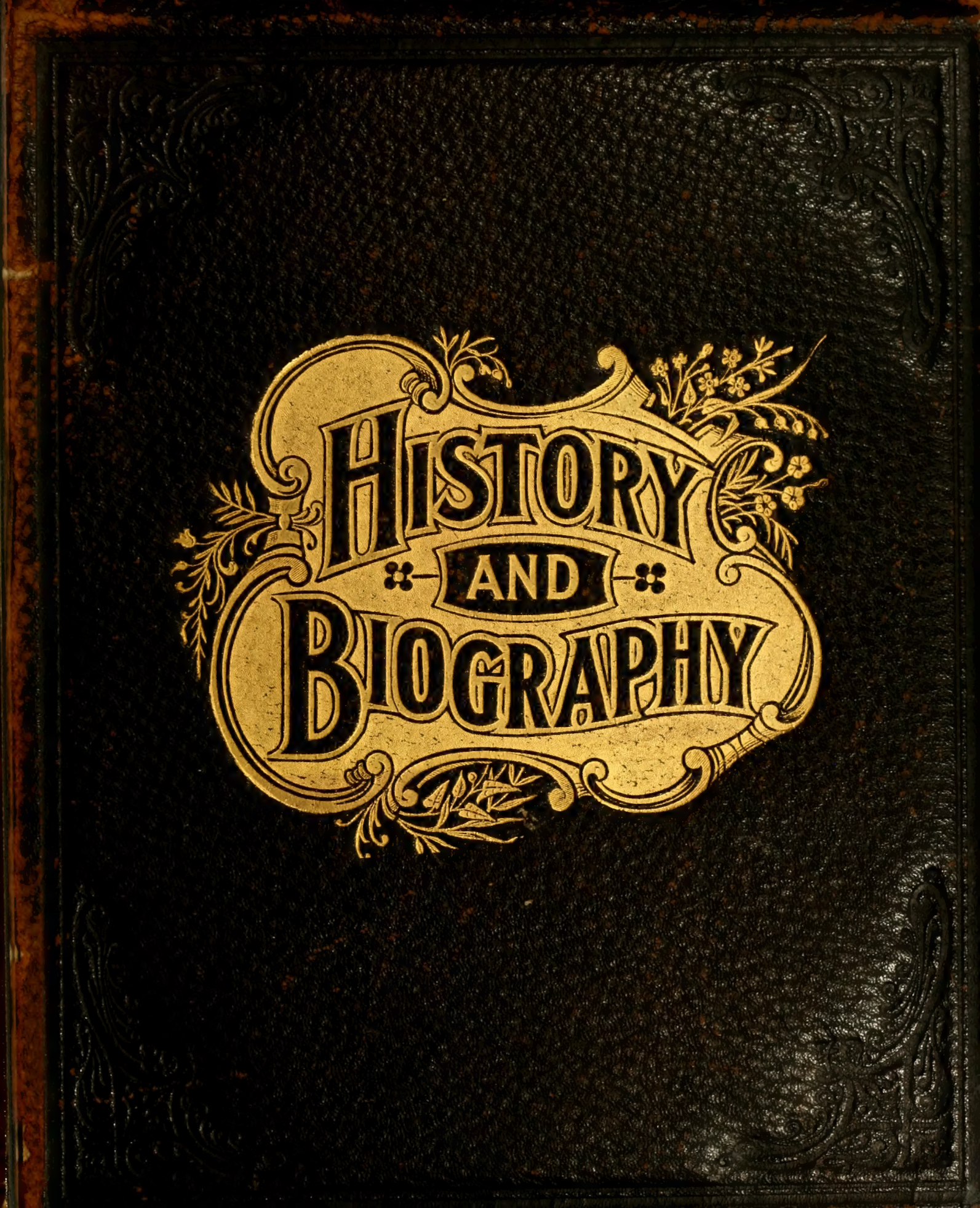

HISTORY
AND
BIOGRAPHY



Digitized by the Internet Archive
in 2011 with funding from
LYRASIS members and Sloan Foundation

http://www.archive.org/details/historyofnorfolk00stew



Donated By

Oliver Perry
Nansemond Tribe



The Banner of the Old Dominion.

HISTORY

OF

NORFOLK COUNTY, VIRGINIA,

AND

REPRESENTATIVE CITIZENS,

EDITED AND COMPILED BY

COL. WILLIAM H. STEWART.

"The Truth in Love."

"History is Philosophy Teaching by Examples."

1637-1900.

PUBLISHED BY
BIOGRAPHICAL PUBLISHING COMPANY.
GEORGE RICHMOND, PRES.; S. HARMER NEFF, SEC'Y.; C. R. ARNOLD, TREAS.
CHICAGO, ILLINOIS.
1902

Preface.

THE aim of the publishers of this volume has been to secure for the historic portion thereof full and accurate information respecting all subjects therein treated, and to present the data thus gathered in a clear and impartial manner. If, as is their hope, they have succeeded in this endeavor, the credit is mainly due to the diligent and exhaustive research of Col. William H. Stewart, of Portsmouth, Virginia, whose high character and recognized ability as a member of the bar of Norfolk County, together with his services as a patriot to his State and County, have brought him prominently before the people of the Old Dominion. Colonel Stewart has devoted himself to this important task as a labor of love, and his patient and conscientious effort in the compilation and presentation of facts is conspicuously manifest in every page of the historical narration. His record gives a lucid topographical description of the county, portrays the earliest civilized settlements, furnishes a comprehensive review of its organization, its industrial growth, its achievements in war, and of the leading events in the stages of its development from 1637 to 1900. Although the purpose of the author was to limit the narrative to the close of 1900, he has deemed it proper to touch on some matters over-lapping into the succeeding year. The wide range and circumstantial thoroughness of this history are readily discernible by a perusal of its table of contents.

In its preparation, the editor desires to make acknowledgment of invaluable assistance from Howe's History of Virginia, Burton and Forrest's History of Norfolk, Lull's History of the Navy Yard, Porter's Military History of Norfolk County, Jones' History of Baptist Churches and the American Archives. He has also been the recipient in the course of compilation of most appreciable personal favors from C. Whittle Sams, Esq., James F. Carr, Esq., Thomas B. Rowland, Esq., John W. H. Porter, Esq., A. H. Grandy, Esq., Capt. E. V. White, Col. William Lamb and others.

The reviews of resolute and strenuous lives, which make up the biographical department of the volume, and whose authorship is independent of that the history, are admirably adapted to foster local ties, to inculcate civic virtue, and to emphasize the rewards of industry, dominated by intelligent purpose. They constitute a most appropriate medium of perpetuating personal annals, and will be of incalculable value to the descendants of those therein commemorated. They bring into bold relief careers of enterprise and thrift, and make manifest valid claims to honorable distinction. If "Biography is the only true History," it is obviously the duty of men of the present day to preserve in this enduring form the story of their lives, in order that their posterity may dwell on the successful struggles thus recorded and profit by their example. These sketches, replete with stirring incidents and intense experiences, will naturally prove to many of the readers of this book a most attractive feature.

In the aggregate of personal memoirs, thus collated, will be found a vivid epitome of the growth of Norfolk County, which will fitly supplement the historic statement; for the development of the county is identified with that of the men and women to whom it is attributable. The publishers have endeavored in the preparation of the work to pass over no feature of it slightingly, but to give heed to the minutest details, and thus to invest it with a substantial accuracy which no other treatment would afford. The result has amply justified the care thus exercised, for in our belief no more reliable production, under the circumstances, could be laid before its readers.

We have given especial prominence to the portraits of representative citizens, which appear throughout this volume, and believe they will prove a most interesting feature of the work. We have sought to illustrate the different spheres of industrial and professional achievement as conspicuously as possible. To all who have kindly aided in the successful production of the book, by voluntarily contributing most useful information and data, we herewith tender our grateful acknowledgment. THE PUBLISHERS.

Chicago, Ill., May, 1902.

NOTE

All the biographical sketches published in this volume were submitted to their respective subjects, or to the subscribers, from whom the facts were primarily obtained, for their approval or correction before going to press; and a reasonable time was allowed in each case for the return of the type-written copies. Most of them were returned to us within the time allotted, or before the work was printed, after being corrected or revised; and these may therefore be regarded as reasonably accurate.

A few, however, were not returned to us; and as we have no means of knowing whether they contain errors or not, we cannot vouch for their accuracy. In justice to our readers, and to render this work more valuable for reference purposes, we have indicated these uncorrected sketches by a small asterisk (*), placed immediately after the name of the subject. They will all be found on the last pages of the book.

BIOGRAPHICAL PUBLISHING CO.

Table of Contents.

CHAPTER I.

VIRGINIA 13
Its Statesmen—Soldiers—Grand Commonwealth.

CHAPTER II.

SETTLEMENT AND ORGANIZATION OF NORFOLK COUNTY 15
Discovery of Virginia—New Norfolk Carved from Elizabeth City Shire—Lower New Norfolk Separated from Nansemond County—Early Settlements—Incidents of Pioneer Life—Early Settlers—Indian Tribes—Burgesses—Lower Norfolk County Divided—Physical Description of the County—Railroad and Steamship Lines—Colonial Homes—Articles of Apprenticeship—Bill of Sale for Slaves—Historical Incidents.

CHAPTER III.

MILITARY HISTORY OF THE COUNTY 30
Indian Wars—Colonial Officers and Soldiers—Manner of Bearing Expenses of the Indian Wars—Colonial Military Tactics—Committee of Safety—Revolutionary Times—Dunmore's Doings—Battle of Great Bridge—Correspondence of Woodford and Howe—Destruction of Norfolk—Other Invasions and Depredations of the British—Some Soldiers and Sailors of the Revolution—Itemized Statement of Losses Sustained by a Citizen of Norfolk During the Bombardment—British Property Confiscated—Daughters of the American Revolution.

CHAPTER IV.

MILITARY HISTORY OF THE COUNTY Continued 59
Period of Peace Succeeding the Revolution—England's Hostile Acts Towards Our Commerce and Coast Bringing the War of 1812—British Fleet in Hampton Roads—Depredations—Battle of Craney Island—The Mexican War.

CHAPTER V.

MILITARY HISTORY OF THE COUNTY—Continued 67
Events Leading up to Secession—Abandoment and Destruction of the Navy Yard by the Federals—Occupation of the Navy Yard by Virginia—Fortification of Approaches to the Harbor—Battle of Sewell's Point—Devotion of the Confederate Women.

CHAPTER VI.

MILITARY HISTORY OF THE COUNTY—Continued 77
The Great Battle of Hampton Roads—Destruction of the "Cumberland" and "Congress"—Famous Conflict of the Iron-Clads—Victory of the "Virginia" over the "Monitor"—Different reports of the Fight—Officers of the "Virginia"—Evacuation of Norfolk County by the Confederate Forces.

CHAPTER VII.

MILITARY HISTORY OF THE COUNTY—Continued 99
Norfolk County Under Military Rule—Post-Bellum or Reconstruction Times—Patriotism of Confederate Soldiers and Sailors—List of the Soldiers and Sailors of Norfolk County—Confederate Flags and Great Seal—Sisters of Mercy.

CHAPTER VIII.

MILITARY HISTORY OF THE COUNTY—Continued 137
Confederate Monuments at Portsmonth and Norfolk—Confederate Veterans' Camps of Norfolk, Portsmouth and Berkley—United Daughters of the Confederacy Chapters at Norfolk and Portsmouth.

CHAPTER IX.

MILITARY HISTORY OF THE COUNTY—Continued 152
Spanish-American War—Roster of Jackson Light Infantry, Lee Rifles, Norfolk City Guard, Old Dominion Guard, Portsmouth Rifle Company—Citizen Sailors of the "Maine".

CHAPTER X.

THE AGRICULTURAL RESOURCES 156
Growth and Importance of the Trucking Industry—The "Father of Truckers"—The Chief Crops Grown Profitably Here—Tobacco, the Dethroned King—Early Regulations on the Growth of Tobacco.

CHAPTER XI.

THE DISMAL SWAMP 160
The Wonderful Swamp Region of Norfolk County—O'Reilly's Description of the Dismal Swamp—Juniper Water—Geology—Topography—Vegetation—Animal Life—Methods of Draining.

CHAPTER XII.

PUBLIC EDUCATION AND LIBRARIES. 177
The First School of the County—The First General Public School Law Enacted—St Bride's Academy—Churchland Academy—First Complete Public School System Established in the County—Seaboard Teachers' Association—Public Schools Re-established After the War, Under the New Constitution—Public Schools of Norfolk—Public Schools of Portsmouth—Norfolk Academy—Norfolk's Libraries.

CHAPTER XIII.

CHURCHES AND BENEVOLENT ORGANIZATIONS 188
The Church of England in the Colony of Virginia—Elizabeth River Parish—The Parish Divided into Elizabeth River, Portsmouth and St. Bride's Parishes—St. Paul's Church and Norfolk Long Ago—Other Protestant Episcopal Churches in the County.

CHAPTER XIV.

CHURCHES AND BENEVOLENT ORGANIZATIONS—Continued 219
Catholic Churches—Presbyterian Churches—Hebrew Synagogues—Church of Christ (Disciples)—Lutheran Church—Christian Churches—Baptist Churches—Methodist Episcopal Churches, South—Benevolent Organizations.

CHAPTER XV.

PUBLIC INSTITUTIONS AND BUILDINGS 261
The Norfolk County Ferries—Hospital St. Vincent de Paul—The Public Buildings of Norfolk—The Public Buildings of Portsmouth—The Norfolk County Court House.

CHAPTER XVI.

THE BENCH AND BAR 276
Early Attorneys—Superior Court of Portsmouth—Norfolk City Court—Norfolk County Court—Rates for Tavern Keepers—Justices of the Peace from 1637—Sheriffs of the County—Clerks of the Norfolk County Court—Ministers Licensed to Perform the Rite of Matrimony—The Courts of Norfolk—The Courts of Portsmouth.

CHAPTER XVII.

THE MEDICAL PROFESSION 287
Early Practitioners of Medicine in Norfolk County—Prominent Physicians of the First Half and Middle of the Nineteeth Century—Norfolk Medical Society—Local and United States Quarantine.

CHAPTER XVIII.

THE PRESS OF NORFOLK COUNTY 292
Early and Defunct Newspapers of the County—Newspapers of Today.

CHAPTER XIX.

THE PORT, AND RAILROAD AND WATER COMMUNICATIONS 297
Great Extent of Water Front—Reasons for the Commercial Advantages of the Port—Inland Water Routes—Railroad Lines—The Climate—Steamship Lines—Camparative Statistics on Exports and Imports, Shipping; Real Estate Transfers and Coal Shipments—The Virginia Pilots.

CHAPTER XX.

STATISTICS OF THE POPULATION 317
Tithes and Tithables From Early Court Records—Population of Norfolk County, 1790-1900, from the Census Reports—Population of Norfolk and Portsmouth—The 1900 Census by Wards and Districts.

CHAPTER XXI.

HISTORY OF THE CITY OF NORFOLK 321

Its Settlement and History as a Borough, by C. Whittle Sams—Its Commercial Advantages Recognized One Hundred Years Ago—Norfolk as a City—Norfolk Post Office—Norfolk Warehouse Association—Patriotism and Patriots of Norfolk—Suppression of the Slave Trade by Norfolk Committee of Safety—Notable Historical Incidents—The Association for the Preservation of Virginia Antiquities—The Wishing Oak—Fire History of Norfolk—Theatres—Charters of Norfolk—Changes Made in the Names of Streets Since 1865—Mayors of Norfolk—Officers of the City of Norfolk—Losses Sustained in the Burning of Norfolk and Portsmouth by Lord Dunmore.

CHAPTER XXII.

HISTORY OF THE CITY OF PORTSMOUTH 368

The Town—The First Act for Building the Town—Grant to Craford—Will of the Founder—Dale Plantation—Extending the Boundaries—Tithables of 1798—Incorporated as a town—Names of Squares—Effingham Street—Incorporated as a City—Changing the Wards—Historical Events—The Great Freeze—The August Storm—The Yellow Fever—The Gosport Iron Works—The United States Naval Hospital—Portsmouth's Patriotism and Patriots—The Confederate Cause—The Portsmouth Fire Department—Great Conflagrations—Mayors of Portsmouth—Roster of City Officers.

CHAPTER XXIII.

SKETCHES OF BERKLEY AND OTHER TOWNS AND VILLAGES 399

Berkley—Great Bridge—Port Norfolk and Pinner's Point—West Norfolk—South Norfolk—Gilmerton—Lambert's Point—Churchland—Ocean View—Willoughby Beach—Norfolk-on-the-Roads—Deep Creek.

CHAPTER XXIV.

BANKS, INDUSTRIES, COMMERCIAL INSTITUTIONS, HARBOR GOVERNMENT AND MASTERS OF ARTS 409

Banks of Norfolk County—Industries—The Norfolk Silk Company—Lumber Mills—The Norfolk County Fisheries—Crab Fisheries—Oyster Industry—Rates of Wages for Skilled Labor and Clerical Work—The Business Men's Associations—The Board of Trade and Business Men's Association of Norfolk—The Portsmouth Business Men's Association—Government of Norfolk and Portsmouth Harbor—Masters of Arts of the University of Virginia.

CHAPTER XXV.

THE UNITED STATES NAVY YARD 418

Advantages of its Situation—Virginia Ownership—Gosport Navy Yard—Purchases of Land for the Navy Yard—Construction of the Stone Dry Dock—Improvement of the Navy Yard.

CHAPTER XXVI.

THE CONFEDERATE STATES NAVY YARD 443

The Evacuation and Destruction of the Navy Yard by the Federals—Occupation by the State Authorities—Turned Over to Confederate Government—Evacuation by the Confederates.

CHAPTER XXVII.

THE UNITED STATES NAVY YARD 454

Improvements—Simpson Dry Dock—Naval Constructor Bowles' Administration—Building the "Raleigh" and "Texas"—International Columbian Naval Rendezvous—Fitting out Ships for War with Spain—Records of Repair and Construction Work—The "Raleigh" and "Texas" in the Spanish-American War—Congressional Medals Awarded—U. S. Naval Hospital—Trophies of the Navy Yard Park—Commandants of the Navy Yard.

CHAPTER XXVIII.

SKETCHES OF SOME OF THE PROMINENT MEN WHO HAVE PASSED AWAY 488

Capt. Adam Thorogood—Commodore Richard Dale—Commodore James Barron—Hon. Littleton W. Tazewell—Commodore Thomas Aloysius Dornin—Charles Reid—Hugh Blair Grigsby, LL. D.—Gen. Richard Lucian Page—Capt. Robert Baker Pegram—Capt. Charles Fenton Mercer Spottswood—Capt. James Wallace Cooke—Hon. George Blow—Capt. John Julius Guthrie—Capt. Carther Braxton Poindexter—Col. William White—Capt. William H. Murdaugh—Lieut. Dulany A. Forrest—Capt. James Barron Hope—Capt. William C. Wheeler—Naval Constructor George R. Boush—Capt. Walter R. Butt—Lieut.-Col. William Frederick Niemeyer—Naval Constructor Samuel Wilson Armistead.

BIOGRAPHICAL 505



William M. Stewart

History of Norfolk County

CHAPTER I

VIRGINIA

Its Statesmen—Soldiers—Grand Commonwealth.

O, Virginia! Beautiful name! A grand State! Her blue hills and green valleys and fertile plains bear eternal monuments of the chaste honor and magnificent chivalry of her citizens.

In colonial infancy, when South Carolina appealed for protection from the savage hordes, that were murdering her people, Virginia gave her money and sent an army to save them.

When Massachusetts invoked her noble spirit to resist the oppressions of George III, she gave great Washington to lead a feeble army to victory and success—eloquent Henry to kindle the fire of patriotism in the hearts, and scatter the incense of hope on the deeds of a people struggling for liberty—Mason to create the Bill of Rights as the basis and foundation of government—Jefferson to indite a declaration to the world of a determination to absolve allegiance from the British Throne—Madison to draft the Constitution, the precious casket in which sparkles and glitters the jewel of American Freedom—Marshall, its most eminent expounder. Virginia gave Monroe, whose doctrine restrains the greed of imperial nations of the East and a cavalier of the purest days of chivalry for the emergency at Cuba—Gen. Fitzhugh Lee. Virginia gave to American literature a poet laureate,—James Barron Hope. When her territory was required, she donated the great Northwest to the American Union.

When her Southern Sisters stirred the storm of war, and the world frowned on them, she clasped their hands and gave her blooming fields for their battle grounds.

Her Lee rose up to lead as the grandest soldier of the age—her "Stonewall" Jackson was the brightest marshal in all the armies—her soldiers, whom Pickett led, made Gettysburg the shrine of heroism on the Western Continent—her Maury, as a philosopher, moved the thrones of the earth to bow to his wisdom.

A proud Commonwealth, whose name in peace or war shines out in loveliest light: I love Virginia! I love her for her grandeur in nature; I love her eternal mountains; her beautiful valleys; her crystal rivulets; her

noble rivers; her lowlands, and her tangled forests; I love the great billows that perpetually kiss her Eastern shores, and the white sand hills that drive them rushing and roaring back to the bosom of the mighty ocean; I love her blue banner and its thrilling motto "Sic Semper Tyrannis."

I love Virginia for her splendid history, for her untiring unselfishness, for her great soldiers and grand statesmen: I love her most for her beautiful and accomplished daughters whose transcendent virtues and graces have guilded her glorious memories through every generation with unfading splendor.

My heart bears to Virginia its most loyal affection and my prayers shall ever be for her honor and her glory.—[Ed.]

CHAPTER II

SETTLEMENT AND ORGANIZATION OF NORFOLK COUNTY

DISCOVERY OF VIRGINIA—NEW NORFOLK CARVED FROM ELIZABETH CITY SHIRE—LOWER NEW NORFOLK SEPARATED FROM NANSEMOND COUNTY—EARLY SETTLEMENT—INCIDENTS OF PIONEER LIFE—EARLY SETTLERS—INDIAN TRIBES—BURGESSES—LOWER NORFOLK COUNTY DIVIDED—PHYSICAL DESCRIPTION OF THE COUNTY—RAILROAD AND STEAMSHIP LINES—COLONIAL HOMES—ARTICLES OF APPRENTICESHIP—BILL OF SALE FOR SLAVES—HISTORICAL INCIDENTS.

DISCOVERY OF VIRGINIA.

Sir Walter Raleigh, the most gallant knight of Queen Elizabeth's Court, fitted out, at his own expense, in the year 1585, the second expedition to discover and settle Virginia. The fleet was commanded by Sir Richard Grenville; and late in June sailed through Ocracoke Inlet to Roanoke Island. The colonists, 108 in number, were landed there, remaining about one year, when desperate from privations they returned to England. During this period Ralph Lane while exploring northward, about 130 miles, from Roanoke Island, discovered the village of the Chesapeake Indians on the Elizabeth River, and the great Chesapeake Bay. The first white men who ever trod the soil of Norfolk County were Ralph Lane and his comrades.

The Roanoke colonists learned from the Indians the use of tobacco, called by them *uppowoc*. The natives smoked it; sprinkled the dust of it in their fishing traps, to make them lucky; burned it as a sacrifice to appease the anger of the gods; and scattered it in the air and on the water to allay the fury of the storm. Lane carried some to England, which is supposed to have been the first ever introduced into that kingdom.

The next expedition, sent out the ensuing year, was directed to establish a colony at the village of the Chesapeakes under Gov. John White; but this was not carried out, owing to the refusal of the naval officer to co-operate in exploring the country for that purpose. This colony was chartered by the title of "The Governor and Assistants of the City of Raleigh in Virginia." Had the orders of Sir Walter Raleigh been carried out, the old "Burrough of Norfolk" would have been earlier born by another name.

Capt. Christopher Newport discovered land on his entrance into Chesapeake Bay and named it Cape Henry, and Capt. John Smith on his return from his three-months' cruise of discovery up the great bay sailed up the Chesapeake or Elizabeth River six or seven miles from its mouth and saw two or three cultivated patches and some cabins of the Chesapeake tribe of Indians.

Stith, in his history, writing of Ralph Lane's explorers, says:

> To the Northward they went 130 miles to the Chesapeakes, a Nation of Indians, seated on a small River, to the South of our Bay, now called Elizabeth river, from whom, as these first discoverers tell us, the Bay itself took its name. But some pretend to give another derivation of this word; and say, that Chesapeake signified, in the Indian language, *The Mother of Waters;* implying that it was the parent and grand reservoir of all the great rivers within it. * * * * * This town of the Chesapeakes, we are told, for pleasantness of situation, for temperature of climate, fertility of soil, and commodiousness to the sea, was not to be excelled by any in the world.

This quaint language of the ancient historian very forcibly expresses the wonderful advantages which nature has bestowed on this locality, that is now rapidly developing into that greatness for which nature has for three hundred years invited the white man to achieve.

The Association for the Preservation of Virginia Antiquities on the 29th of April, 1898, erected a tablet at Cape Henry inscribed:

Near this spot
Landed April 26th, 1607,
Capt. Gabriel Archer Christopher Newport,
Hon. George Percy Bartholomew Gosnold,
Edward Maria Wingfield
With Twenty-five others
who
Calling the Place
Cape Henry
Planted a Cross
April 29th, 1607.
"Dei Gratia Virginia Condita."

Ralph Lane, Christopher Newport and John Smith were the discoverers of Lower Norfolk County.

ORGANIZATION OF LOWER NORFOLK COUNTY.

The plantations of Virginia were divided into eight shires in 1634, to be governed as the shires of England. Lieutenants were to be appointed as in the mother country with an especial duty to conduct the wars against the Indians. Elizabeth City, extending on both sides of Hampton Roads, was one of these original shires. New Norfolk was carved from Elizabeth City; and soon divided into Upper and Lower New Norfolk. The final determination of the boundaries between Isle of Wight, Upper Norfolk or Nansemond County, and Lower Norfolk County was enacted by the General Assembly at James City or Jamestown at its session of 1642-43, which was the consummation of the organization of Lower Norfolk County.

The topographical analysis of Virginia published with Jefferson's notes in 1792, says this county was named for the Duke of Norfolk; but as it was first called New Norfolk County, it is reasonable to presume that it was named for Norfolk in England.

EARLY SETTLEMENT.

The early settlement of this county was attended with all the difficulties, dangers and exposures which environed the colonists in other sections of Virginia. The plantations were established along the banks of the Elizabeth River and its branches, and communication between them was almost entirely by boat. Out of the rugged life on these Virginia plantations sprang a class of courtly gentlemen that has ever since been distinguished for open hospitality and unbounded generosity. The planters were fond of society, indulged in all its pleasures and practiced all of its courtesies. The most influential citizens of Lower Norfolk County first settled in Elizabeth City County; but afterwards crossed Hampton Roads and made their plantations on the Elizabeth River, on the Lynnhaven River and on the Eastern, Southern and Western branches of the Elizabeth.

INCIDENTS OF PIONEER LIFE.

The first inhabitants were constantly in danger from treacherous and revengeful natives; after the bloody massacre of 1622, laws were passed to enforce every precaution

against ambush and sudden assaults by the Indians. The settlers were required to sleep on their arms, keep watchmen behind palisaded houses at night, carry weapons while laboring in the field and when assembled at church to worship God on the holy Sabbath, even when kneeling in prayer, their right hands must grasp the barrel of a faithful flintlock as their uplifted left hands implored Heaven's protection. No hour in the day or night could they feel safe from the bloody hands of the wild men who roamed the wilderness as tigers, with all living creatures for their enemies. Besides all these dangers to their own lives, the country was infested with wolves, which destroyed their domestic animals. The County Court on the 8th of October, 1639, took the matter in hand and resolved "Whereas it doth appear that there are divers and many damages done unto cattle in this lower county of New Norfolk by the multitudes of wolves which do frequent the woods and plantations, it is therefore ordered that any person whatsoever within the aforesaid county shall kill any wolf and bring in the head to any officer in said county, the said person for every wolf so killed shall be paid by the sheriff fifty pounds of tobacco." The price was afterward, in May, 1782, increased to 100 pounds net tobacco for every young wolf not exceeding six months of age, and 200 pounds for those over that age in Norfolk and other counties named in the act of the legislature, which was to be in force for three years—so for one hundred and fifty years the yearly levy accounts of the county have charges for wolves' heads.

There were few negro slaves in Lower Norfolk County during the early years of its history. There were only two slave owners in the county in 1646 out of a population of about 700 souls, and 10 slaves. Six belonged to the estate of Capt. Adam Thorogood and the four others to Capt. Richard Parsons, who was granted a certificate for 200 acres of land for bringing them to the colony. Captain Thorogood sold one of his negroes, in January, 1637, to Christopher Burroughs with the option of paying for him in ten days or of returning him, and Mr. Burroughs decided to return him.

Piracy was not uncommon in the early days of the Virginia Colony. One John Ball in 1642, an inhabitant of this county, influenced Francis Lambert and certain servants of Capt. John Sibsey to unite with him in an expedition for plunder. They stole a lot of powder and balls from Phillip Land and designed stealing a shallop belonging to Captain Sibsey, a pinnace from Captain Clayborne, a boat from Mr. Cotton, and then sailing out upon the open seas. The plot was discovered and the culprits arraigned at the April court. The evidence was heard and their intentions were fully disclosed, "all of which the Court conceives to be very dangerous and bad examples if not timely prevented, and have therefore ordered that the said Ball shall receive thirty lashes with a whip on his bare back, in the presence of the Court as a deserved punishment for his offense and to deter others from attempting or acting the like hereafter:" and by a further order of the court Francis Lambert was required "to give bond that he would, in future, forsake the said Ball's company." Ball received his 30 lashes and had to pay the sheriff 20 pounds of tobacco for administering the punishment. The servants of Captain Sibsey were not tried; but doubtless were given solemn warning by their master to sin no more.

The men of those early days did not have the opportunities of these times to woo and wed and sometimes gain a fortune. Women did not leave their native shores to seek fortunes in the Western World with the eagerness of men, and he was fortunate who had purchased a maiden for 120 pounds of tobacco from the cargo of a vessel which arrived at Jamestown with "ninety young women of good character for wives." It is not written whether the lord of any plantation in Lower Norfolk County secured one of this precious cargo for a wife; but the court records indi-

cate that it was the custom in these early days to require a man who married a widow to pay her first husband's debts and many court orders were entered subsequent to this one of the 6th of July, 1640,—"By virtue of an execution granted him on the 22nd of April, the sheriff will levy upon the estate of Thomas Cawson, who is indebted to the said Allen five hundred pounds of tobacco by reason of marrying the widow Layton, whose husband, in his lifetime, was indebted as much to the said Allen." So it appears that at least one widow was worth over four times the value of one of the maidens who came to Jamestown with the first installment.

We have read much about bricks imported from England to construct the old colonial homes in which every Virginian has great pride; but this theory seems to be overturned by an order of the County Court of the 15th of March, 1640, at which date Nicholas Wight was engaged in their manufacture at Kequotan, now Hampton, Virginia, and appears to have supplied all the bricks used in Lower Norfolk County about this period.

The *College of William and Mary Quarterly* says:

> No error is more persisted in than that our old colonial brick houses were made of "imported brick." There is no evidence that any house in Virginia was made of imported brick, while there is plenty of evidence of brick-making in Virginia and of houses actually constructed of Virginia brick. The only circumstances to support the tradition is that sometimes ships brought over a few bricks as ballast. But, like other ballast, they were generally dumped into the rivers and creeks. The tradition doubtless arose from the two kinds of brick in use in early Virginia: English brick, i. e., brick made according to the English statute; and Dutch brick, i. e., such brick as was commonly used in Holland. In the course of time a house which was truly said to be made of "English brick," came to suggest a construction of foreign brick, or imported brick.

There was a tannery in full operation in the county, carried on by Thomas Melton, who died in the midst of his operations, and the inventory of his estate shows that in addition to the tools of the tannery he had on hand a stock of six hides, 28 deer skins and two goat skins. There was an incipient servile insurrection in the county in 1638 during the absence of of Capt. John Sibsey from the county at James City in attendance upon the session of the House of Burgesses. His overseer was extremely severe with the servants on the plantation and in the language of the old record "they raised a meeting against him." The rising was easily suppressed and a hundred stripes apiece was the penalty for the participants.

House carpenters were greatly in demand in the county, and a court order of the 18th of April, 1639, is a queer incident to us of those days. It says: "Whereas it appeareth to this Court that Thomas Hoult hath carried Thomas Cooper, of Elizabeth River, carpenter, for Maryland, he, the said Cooper, being much engaged in Virginia, it is therefore ordered that the said Thomas Hoult shall procure the Governor of Virginia's letter to the Governor of Maryland for his present return."

All settlers were allowed to kill wild fowl and all wild animals in the common woods, except wild hogs. They could, however, kill wild hogs if found on their own land; but in order to encourage the destruction of wolves, any person who killed a wolf was permitted to kill a wild hog as a compensation. Had modern fire arms been in use, the colonial sportsman would have realized indescribable pleasure; but the scarcity of ammunition would not permit great indulgence in sporting. Musket flints even passed current for small change.

EARLY SETTLERS.

The following are the names of some of the people who lived in Lower Norfolk County, between the years 1631 and 1645, and were among the first settlers.

John Avis, Thomas Allen, Thomas Andrews.

Thomas Browne, Anne Boswell, Job Brooke, John Barnett, Richard Betts, Dr. Thomas Bulloch, William Berry, Robert Brodie, Jacob Bradshaw.

Giles Collins, Thomas Cawson, John Carraway,

John Clarke, Edward Coleman, Thomas Cook, Thomas Cheely, William Capps.

William Deford, Richard Day, Daniel Dickson, John Drayton, Edward Dean, John Dier.

George Earle.

John Farrer, John Ford, Richard Floyd.

John Gardner, Jeane Gilbert, Robert Glascock, Alice Gaskins, John George, Cato Garison, John Gillam.

Richard Horton, John Hallbeck, Richard Hitchcock, Thomas Herrington, Edward Hall, Andrew Hill, Thomas Holt, George Hunter, Daniel Hopkinson, Bartholomew Hoskins, Henry Hankins, Cobb Howell, Thomas Hart, Richard Horner, Robert Harwood, Simon Hancock, John Holmes, Devine Hoges, George Harrison.

William Ironmonger, Thomas Ivy.

Robert Johns, Henry Jackson, John Johnson.

Richard Kempe, Richard King, Thomas Keeling, Nic Kent, Rowland Kenalds.

Francis Linch, Thomas Lee, William Lanshier, Travis Lind, Thomas Lovitt, John Locke.

Robert Martin, John Moore, John Mears, John Morris, William Mills, Thomas Marsh, Joe Marshall.

William Nash.

Richard Owins.

Humphrey Price, William Penn, Thomas Parker, John Prince, Robert Page, John Phillips, Thomas Prichard, Rd. Poole.

John Richardson, John Radford.

Alexander Stewart, John Sowell, Mary Stout, John Spenser, John Shaw, Elizabeth Silvester, John Strattan, Thomas Sayer, Edm. Scarburg, Fred. Simonds, James Smith, Thomas Sawyer, John Shelton, William Scott, John Spencer.

Robert Taylor, Thomas Turner, Thomas Todd, Thomas Tucker.

Thomas Underwood.

John White, John Webb, Ed. Wheeler, Thomas Warters, Edward Williams, Constantine Waddington, Robert West, Henry Watson, John Watkins, John Wright, Richard Whitehurst, Robert Ward, George Wade, Thomas V. Walters.

John Yates.

INDIAN TRIBES.

According to Capt. John Smith, that part of Virginia that lies between the sea and the mountains was inhabited by 43 different tribes of Indians and 30 of them were united in a grand confederacy under the emperor Powhatan. His hereditary dominions lay on both sides of the James River. This monarch was remarkable for the strength and vigor of his body as well as for the energies of his mind. He possessed great skill in intrigue and great courage in battle. His equanimity in the career of victory was only equaled by his fortitude in the hour of adversity. He commanded a respect rarely paid by savages to their *werowance*, and maintained a dignity and splendor worthy of the monarch of 30 nations. He was constantly attended by a guard of 40 warriors, and during the night a sentry regularly watched his palace. His regalia was free from the glitter of art and showed only the simple royalty of the savage. He wore a robe of skins, and sat on a throne spread with mats, and decked with pearls and beads. The tribes of Norfolk County were under his sceptre.

It is described that the face of the Indian, when arrived at maturity, is a dark brown and chestnut. The continual exposure to the sun in summer and weather and smoke in winter and free use of bear's grease make his skin hard and dark.

The hair is almost invariably of a coal black, straight and long; the cheek bones are high, and the eyes are black and full of a character of wildness and ferocity that mark the unappeasable thirst of vengeance, and the free and uncontrolled indulgence of every fierce and violent passion. The education of an Indian, which commences almost with his birth, teaches him that dissimulation, which masks the thought and smooths the countenance, is the most useful virtue; and there is a continual effort to check the fierce sallies of the eye, and keep down the consuming rage of his bosom. His eye, therefore, is generally averted or bent downwards. The terrible complacency of the tiger is no inapt illustration of an Indian visage.

The figure of an Indian is admirably proportioned beyond anything that has hitherto been seen in the human form. Tall, straight; the muscles hardened by continual action of the weather; the limbs supple by exercise and perhaps use of oil. He out-strips the bear, and runs down the buck and elk. No such thing is to be found as a dwarfish, crooked, bandy-legged or otherwise misshapen Indian.

The Indians had no idea of distinct and exclusive property; the lands were in common, and every man had a right to choose or aban-

don his situation at pleasure. Their mode of computation was by units, tens and hundreds, and some could reckon to a thousand; but to express great numbers they had to resort to something indefinite; as numerous as the pigeons in the woods or the stars in the heavens. They reckoned their years by winters, or *cohonks*, which was a name taken from the call of the wild geese which they found in their annual visits to Currituck Sound. They divided the year into five seasons: the budding time or blossoming of the spring; the earing of the corn or roasting ear time; the summer or highest sun; the corn-gathering or fall of the leaf; and the winter or *cohonks*. They counted the months by the moons, but had no distinction for hours of the day. They kept accounts by knots on a string, or notches on a stick.

The Indian tribes of this county were the Chesapeakes, whose village was near the present site of Norfolk, with 100 fighting men, which, including women and children, probably made a population of 400, and the Nansemonds. The tribe of the Currituck lived on the south beyond our present state line; but had hunting grounds in the southern part of the county. The Nansemonds were on the west and at one time had a village in the county near Bower's Hill. Capt. John Smith gave them 300 fighting men. After the peace of 1646 the Indians were allowed to own the land they then held in possession, and so some of the Nansemonds continued to live on their lands around Bower's Hill. The Basses, Weavers, Perkins, Brights and Prices are old families, who now reside thereabouts. The descendants and kin of the Nansemonds now residing in the county number over 180 persons. An Indian chapel was built at Bower's Hill in 1850, where the red men of the Methodist faith worshiped until it was destroyed by the ravages of war in 1862.

The county of Lower Norfolk was divided into two parishes, Lynnhaven and Elizabeth River, which were represented in the House of Burgesses, the first deliberate assembly of America, which owes its foundation to the London Company and dates from June, the 30th of July or the 9th of August, 1619, as historians variously fix,—Henning says in June. It was convened by Gov. George Yeardly, who is the father of free government in America, at Jamestown, the capital of the Colony of Virginia. The first representation of Lower Norfolk County of which we have any record was in 1637. This fact is shown by the court proceedings.

BURGESSES.

Capt. John Sibsey and Robert Hayes—January, 1637.
Henry Sewell and John Hill—1639.
Cornelius Lloyd and Edward Windham—1642-43.
Cornelius Lloyd and John Sidney—1644.
Edward Lloyd and Thomas Mears—1644-45.
Cornelius Lloyd and X'pher Burroughs—November, 1645.
Edward Lloyd, Thomas Mears and Robert Eyers—October, 1646.
Lieuts. John Sidney, Henry Woodhouse, Cornelius Lloyd and Thomas Mears—November, 1647.
Bartholomew Hoskins and Thomas Lambert—October, 1649.
Cornelius Lloyd, Thomas Lambert, Henry Woodhouse and Charles Burrows—April, 1652.
Lieut.-Col. Cornelius Lloyd, Maj. Thomas Lambert and Charles Burrows—November, 1652.
Col. Francis Yerly and Lieut.-Col. Cornelius Calvert July, 1653.
Bartholomew Hoskins and Lyonel Mason—November, 1654.
Capt. Richard Foster and Col. Thomas Lambert—March, 1655.
Col. John Sidney and Col. Thomas Lambert—1656.
Col. John Sidney and Maj. Lemuel Mason—March, 1657, 1658-59 and 1659-60.
Maj. Lemuel Mason—1662.
Capt. Adam Thorogood and Capt. William Carver—October, 1666.
Col. William Craford—1688.
William Bradley and Thomas Veale—1765.

John Porter was elected to the House of Burgesses for the session 1663 as a colleague of Maj. Lemuel Mason and was expelled on the 12th of September from the House of Burgesses upon the information of John Hill, high sheriff of Lower Norfolk County, for loving the Quakers, opposition to infant baptism and refusing to take the oaths of allegiance and supremacy.

The burgesses had been elected by vote

restricted to householders, but the right of suffrage was extended and at court held October 18th, 1630, it was ordered that "Whereas, by act of Court made by Governor and Council at James City on the 16th of the present October, it is ordered the commissioners of each county, with the consent of all the freemen, shall choose Burgesses for their County, it is therefore thought fit by the Court, as also with the consent of the freemen, that Mr. Henry Sewell and Mr. John Hill should be Burgesses for the County." The burgesses received no salary for their services, but their expenses were reimbursed by the county, and they were very liberal to themselves. The expenses for the session of April, 1642, were reported at 5,501 pounds of tobacco, and an itemized account of the expenses of two burgesses at the session of 1640 embraced "four hogs, twenty pounds of butter, two bushels of peas, a barrel of corn, a case of strong waters, a hogshead of beer and a man to dress the said victuals."

The election of members to the first General Assembly by boroughs caused the lower house to be called the House of Burgesses. Burgesses were privileged from arrest for debt. The right of suffrage was abridged in 1655, but was again extended in 1657-58 to embrace all freemen. The Grand Assembly of 1659-60 passed a law prohibiting any burgess of that session from accepting any other place or office upon penalty of paying 10,000 pounds of tobacco for his contempt. The right of suffrage was again restricted in 1670 to freeholders and housekeepers; but was extended in 1676 to embrace all freeholders and freemen. So it appears that the question of suffrage often agitated the inhabitants of the Colony as well as now those of a State in the Republic.

Sheriffs were first appointed for the several shires in 1634 with the same powers as such officers had in England and in 1642-43 their term was restricted to one year. The Assembly in 1655 enacted that the commissioners of every county should recommend three or more to the Governor and Council, who should select from those recommended the one whom they thought best fitted for sheriff, and this course was pursued all through the colonial days and long after the independence, so it became a custom that the oldest commissioner or justice of the peace could always become the sheriff if he so desired.

DIVISION OF THE COUNTY.

The territory, of which is written above, embraced all from the east line of Nansemond County to the Atlantic Ocean, which, as the population increased and spread, was too large for the convenience of the people, and hence there was a clamor for a division on the line of the two parishes of Elizabeth River and Lynnhaven, so an act was passed cutting Lower Norfolk County in two, and forming Princess Anne County and the Norfolk County to which these pages are especially dedicated.

At a General Assembly begun at James City, on the 16th day of April, 1691, and in the third year of the reign of William and Mary, King and Queen of England, Scotland, France and Ireland, the Norfolk County to which these pages are devoted was organized and established by the following designated *ACT XX*, being the last Act but one passed that session:

Forasmuch as by the largeness of the County of lower Norfolk, many inconveniences are found by the inhabitants of the lower part of said county bounding on the main ocean and the parts of North Carolina, which have been by the said inhabitants much complained of, and now from the said inhabitants of the Eastern parts remonstrated to this general assembly as a grievance, wherein they pray to be redressed.

Governour, Council and Burgesses of this present general assembly, and the authority thereof, and it is hereby enacted, That the said county of lower Norfolk shall be divided and made two counties in manner following, that is to say, beginning at the new inlet of Little Creeke, and so up the said Creeke to the dams between Jacob Johnson and Richard Drout, and so out of the said dams up a branch, the head of which branch lyeth between the dwelling house of William Moseley, Senr., and the new dwelling house of Edward Webb,

and so to run from the head of said branch on a direct line to the dams at the head of the Eastern branch of Elizabeth River, the which dams lie between James Kemp and Thomas Ivy, and so down the said branch to the mouth of a small branch or gutt that divides the land which Mr. John Porter now lives on, from the land he formerly lived on, and so up the said small branch according to the bounds of the said plantation, where the said Porter now liveth, and from thence to the great swamp, that lyeth on the East side of John Shawlands, and so along the said great swamp to the North river of Corotucke, and down the said North river to the mouth of Simpson creeke, and so up the said creeke to the head thereof, and from thence by a south line to the bounds of Carolina, and that this division shall be, and remaine the bounds between the said two counties, which shall hereafter be and be held, deemed and taken as and for two entire and distinct counties, each of which shall have, use, and enjoy all the liberties, priviledges and advantages of any other county of this colony to all intents and purposes whatsoever, and that the uppermost of the said two counties, in which Elizabeth river and the branches thereof are included, doe retain and be ever hereafter called and known by the name of Norfolk Countie, and that the other of the said counties be called and known by the name of Princess Ann County; and for the due administration of justice, *Be it enacted by the authority aforesaid, and it is hereby enacted,* That a court for the said Princess Ann County be constantly held by the justices thereof upon the second Wednesday of the month in such manner as by the law of this countrey is provided, and shall be by their commission directed.

DESCRIPTION OF THE COUNTY.

Norfolk County lies in the southeast corner of the State, bordering on Hampton Roads and Chesapeake Bay, with only one county (Princess Anne) between it and the sea. It is about 32 miles long, north and south, and 17 miles wide, containing nearly 550 square miles. It is bounded on the north by Chesapeake Bay and Hampton Roads, on the east by Princess Anne County, on the south by North Carolina and on the west by Nansemond County, Elizabeth River and Hampton Roads. The county is penetrated by several arms of the sea,—Tanner's Creek, Broad Creek, Mason's Creek and Deep Creek,—which with the three branches of the Elizabeth River,—the "Eastern Branch," "Western Branch" and "Southern Branch,"—and the North West River constitute a very fine water system, and places each farm in Norfolk County within a few miles of water transportation, insuring to the Norfolk County farmer the cheapest transportation in the world.

Two canals connect the waters of the Chesapeake with those of the North Carolina system of sounds and rivers, thus making all of Eastern Carolina tributary to the Norfolk and Portsmouth harbor by water. Twelve railroads terminate in the Norfolk and Portsmouth harbor, all connected by the Belt Line Railroad, cutting Norfolk County in all directions. Nine beautiful shell turnpikes also traverse Norfolk County in all directions. Therefore we may safely claim that the Norfolk County farmer is better supplied with transportation facilities than the farmers of any other county of the United States. Nearly all the streams of water in Norfolk County are affected by the tide, the tide ebbing and flowing to the very head of the streams. This constant ebbing and flowing of the tide carries the salt, pure waters of the ocean twice every 24 hours up all these streams, and makes it quite impossible for any water to become stagnant or impure. These arms of the sea also afford the finest natural drainage known. The excess of rainfall runs into them without even doing a dollar's worth of damage by flood or freshet. The soil of Norfolk County is of two general kinds, viz.: a clay-loam and a sand-loam, all underlaid with a good, substantial clay sub-soil. The surface of the county is from eight to 20 feet above the sea level. The mean annual rainfall is about 52 inches, well distributed throughout the year, of which amount about 35 inches falls during the growing season, say from the 1st of March to the 1st of October. The thermometer ranges in summer from 70 to 90 degrees, seldom going to 95 above zero, while in winter it never goes to 20 degrees above zero more than three days all told during the winter. This cutting off of the two extremes of heat and cold is caused by the fact that the country is practically surrounded on three sides by salt water, and the water never goes to either extreme, as the water temperature is quite uniform throughout the year. The Gulf



Colonial House Built by Willis Wilkins in 1744,—Deep Creek.



The First Court House Owned by the Borough of Norfolk, Built in 1790.
(From an Old Print.)



Plantation Home of Solomon Butt Talbot on Tanner's Creek.



Homestead of Kader Talbot on Tanner's Creek, Built about 1780.

Stream, that great wonder of the Atlantic, which rolls only a few miles off our coast on its way to Europe, has a very pleasing effect on our winter climate.

RAILROAD AND STEAMSHIP LINES.

Below are the names of 12 railroads having terminals here. These roads reach cotton, sugar, rice, fruit and timber lands of the South; coal fields, iron mines, granaries of the West, and great commercial and manufacturing centers of the North.

Seaboard Air Line, 2,000 miles.
Southern Railway, 5,240 miles.
Atlantic Coast Line, 1,567 miles.
Chesapeake & Ohio Railway, 1,455 miles.
Atlantic & Danville Railway, 278 miles.
Norfolk & Western Railway, 1,570 miles.
Norfolk & Ocean View Railway, to Old Point, 19 miles.
Norfolk & Atlantic Terminal Company, to Old Point, 18 miles.
Norfolk & Portsmouth Belt Line, 10 miles.
Norfolk, Virginia Beach & Southern Railroad, 40 miles.
Norfolk & Southern Railroad and water lines, 510 miles.
New York, Philadelphia & Norfolk Railroad, 112 miles.

Norfolk and Portsmouth harbor is the most beautiful and spacious on the Atlantic coast; it is safe for the smallest craft in the severest storms, and in the extremely cold weather is open to navigation. Its channel way, 28 feet depth at low water, is sufficient to float the largest vessels in the world.

Norfolk County's shipping is handled by 22 steamship lines, making direct trips from this port,—to Europe, to the West Indies and to the large cities on the Atlantic Coast. Light draft boats navigate all rivers of Virginia and Carolina, offering quick and cheap communication with 500 small cities, towns, villages and stations at which merchandise is delivered and farm products and lumber loaded for this market. These lines are as follows:

Clyde Line, to Philadelphia.
Weems Line, to Rappahannock.
Pettit's Line, to North Carolina.
Bennett's Line, to North Carolina.
Norfolk and West India Fruit Line.
Norfolk and Old Point and Hampton
Virginia Navigation Company, to Richmond.
Baltimore Steam Packet Company, to Baltimore.
Norfolk and Newport News and Smithfield.
Norfolk and Washington Steamboat Company, to Washington.
James River Steamboat Company, Norfolk to Richmond.
Norfolk and Nansemond River landings and Suffolk.
Old Dominion Steamship Company, to Richmond and New York.
United States Shipping Company, to Great Britain and the Continent.
Baltimore, Chesapeake & Richmond Steamboat Company, to Baltimore.
The North American Transport Company, to Great Britain and the Continent.
Norfolk and Back River, Poquosin and York rivers, including West Point.
Petersburg & Norfolk Line, to Petersburg, Norfolk, Claremont and Richmond.
Merchants' & Miners' Transportation Company, to Baltimore, Boston and Providence.
Norfolk and landings in East, Ware and Severn rivers in Mathews and Gloucester counties.

Of the colonial homes in Norfolk County, Virginia, few are prettier than that of the Talbot family on Tanner's Creek, about three miles north of Norfolk. The plantation upon which this is situated is known as "Talbot Hall," and was purchased in 1774 by the great-grandfather of the present owner, Thomas Talbot, from William Langley, to whose grandfather it had been patented in 1675 as a tract of 829 acres, in consideration of his having imported into the colony 17 persons.

The house is built of bricks which were burned upon the premises nearby, and there is still a large sink or depression in the yard, whence the clay for the bricks was dug. Fifty years ago the exterior walls were stuccoed and a slate roof placed over the original shingle roof. The house was started in 1799 by Solomon Butt Talbot, and was three years in building—so careful was construction in those days. It stands solidly today with its thick walls and stout timbers. There is a cellar and two stories and an attic. In the parlor over the mantel there stands out in re-

lief in the plastering an American eagle with 17 stars over his head, and underneath the words "E Pluribus Unum." The 17 stars indicate that the plastering was not put up until after the admission of Ohio, the seventeenth State, into the Union, which occurred on November 29th, 1802. It is said that during the Confederate War, this emblem saved the house from being burned by the passing Federal troops.

Surrounding the dwelling there is a large yard, which is half a mile in circumference, and contains about 10 acres. This yard fronts on Tanner's Creek, about one mile eastwardly from the bridge of the Sewell's Point trolley line, and commands a good view out to the Elizabeth River. It contains numerous outbuildings and some of the finest and largest shade trees in this portion of the State. Among the varieties of trees are elms, cedars, English walnut, lindens, cypress, magnolias, locusts, pine, spruce, black walnut, beech, oaks, mulberry, holly, persimmon, horse chestnut and several varieties of fruit trees. In a corner of the yard over a cool spring there is an old brick dairy house, in which dairy products were kept cool, long before the days of ice factories. On the shore there is a nice bathing beach, and the stream yields the finest fish and oysters. On every hand there are suggestions of the long ago.

A list of the historic homes in Norfolk County would be incomplete without mention of the homestead of Kader Talbot on Tanner's Creek, about a half mile eastwardly from the Indian Pole Bridge, and now reached over the Cottage Toll Bridge Road. The plantation formerly contained 1,000 acres, and the part upon which the main dwelling now stands is owned by George Cromwell. This dwelling was built about 1780, and is of brick, stuccoed, and has a shingle roof. The architecture is unusual in that the rooms on the lower or parlor floor have only about nine feet of pitch, while the ceilings upstairs are about 11 feet high. The home, which was formerly the scene of many brilliant fetes, occupies a commanding situation on Tanner's Creek. On the shore in front of the dwelling, at the beginning of the last century, Kader Talbot had marine railways and a shipyard, at which large sailing vessels were built. From the size of the vessels built, it is presumed that the present shoals at the mouth of Tanner's Creek did not then exist. Whenever a vessel was launched, there always followed an old-fashioned "frolic" and dance at the dwelling, which was a great occasion in the neighborhood. Kader Talbot died in 1818, and not many decades later his plantation, like so many of the old Virginia homesteads, became the property of another family. In 1816 he gave the homestead to his daughter, Elizabeth Cocke, who sold it in 1843 to P. N. Bristoll. Its present owner has been mentioned above.

On page 24 of this work are shown views of the two Talbot homes, also a view of the colonial house built in 1744 by Willis Wilkins, and a reproduction from an old print of the first court house belonging to the borough of Norfolk, which structure was built in 1790. On a succeeding page of this history is shown a view of the mansion house on the plantation of Col. William Craford, the founder of Portsmouth, which house is now occupied by the Guthries, children of the distinguished Captain Guthrie, who sacrificed his life in attempting to save the crew of the wrecked U. S. S. "Huron." The celebrated Commodore Richard Dale was born on this plantation, which was devised by Colonel Craford to his kinsman, Daniel Dale.

In the early days, prior to the Revolution, ship-builders had frequent occasion to take boys as apprentices and teach them the trade. A specimen of the contract of apprenticeship then in vogue, prepared by a conveyancer, reads as follows:

Norfolk County: This Indenture witnesseth that Mary Frost of the parish of Elizabeth River and County of Norfolk aforesaid Hath put her son Noah Frost with his own Consent an apprentice to A. B. C. of said County and Parish aforesaid Shipbuilder to learn his art, and with him after the manner of an apprentice. To Sarve from the Date hearof until the full End and

term of five years from thence next Ensuing, and fully to be Compleat and Ended. During which time the said Apprentice his said master faithfull shall and will serve, his secrets Keep, his lawfull Commands every whare gladly do, he shall do no Damage to his said master nor see it Dun by Others without giving notice to his said master of the same. The goods of his said masters he shall not waste, he shall Nither buy nor sell without his masters leave, Taverns, Inns, or Alehouses he shall not haunt. At Cards, Dice, Table, or any other unlawfull game he shall not Play. Fornication he shall not Commit, Nor from the Sarvice of his said master day or night he shall not absent himself, But in all things as an Honest, Diligent and faithfull apprentice shall and will doe and behave himself towards his said master, and all during the said term the said master his said apprentice shall teach the art of a Ship Builder which he now useth, shall Teach and Instruct or Caus to be Tought and Instructed as fir as in his power lies Dureing the said term, finding to his said apprentice meat Apparrell, washing and Lodging and all other Necessarys fitting for such an Apprentice during the said Term, and for the True Performents of all and Every the Covenants and agreaments aforesaid Either of the said parties bindeth himself unto the other firmly by these Presents. In witness whareof, the Partys above said to this Indenture as also the said apprentice Hath sett thare hands and seals This fourth Day of December 1758.

her
Mary X Frost (SEAL)
mark
Signed Sealed & Delivered
Noah Frost (SEAL)
In the Presents of
John Willoughby
A. B. C. (SEAL)
Peter Frost

The following copy of a bill of sale, executed in 1759, shows the usual form of contract under which slaves were sold, and indicates the value of slaves at that date. In this colony the pound and shilling equaled $3.33 and $0.16 2-3, respectively.

Know all men by these presents that I, Samuel Langley of Norfolk County in Virginia for and in Consideration of the sum of One hundred and sixty-two pounds ten shillings current money of Virginia to me in hand by A. B. C. of Norfolk County in Virginia aforesaid the receipt of which I do hereby acknowledge, have bargained sold and delivered unto the said A. B. C. Six Negroe Slaves Namely, Bob, Kate, Nan, Slaven, Judey, Shebath. To have and to hold the said slaves forever, and I do hereby warrant and defend the said slaves against all persons whatsoever claiming or hereafter may claim unto the said A. B. C., his Heirs and Assigns forever. In witness whereof I have hereunto sett my hand and seal this twenty-first day of April, One thousand seven hundred and sixty-nine.

witness Samuel Langley (SEAL)
James Ashley
Barth'w Thompson.

HISTORICAL INCIDENTS.

Ensign Thomas Willoughby came to Virginia at the age of twenty-three on the ship "Prosperous" in 1610. He first located on the peninsula and afterward settled near Ocean View in Norfolk County.

A statement of Henry Sewell's account with his factor in the year 1638 "of tobacco sent over in the ships 'Alexandria' and 'America,' and for one-half of the cargo of a shallop loaded with sassafras roots to be sold in England," shows his cash receipts to have been £610, 19s. 8d.

On the 18th day of March, 1642, the County Court granted a certificate for 200 acres of land to Capt. Richard Parsons for bringing into the Colony, John, the negro, his wife and child, Basteano, a negro, Christopher, an Indian and his own transport.

On June 15, 1668, William Fitzhugh wrote to William Cooper, his merchant in London, to send him "three couples of Rabbits."

The following prescription dates back to the Revolutionary period, and indicates the way our grandfathers took medicine. The ailment the pills were given for is not stated in the original.

Half an ounce of Rhubarb, half an ounce of Jallap, mix with Casteal soap, add a little honey, make up into Pills about the size of a garden pea. 2 or 3 at night will do.

In 1781, while the British were occupying Portsmouth, a number of officers took possession of the residence of Isaac Luke, Esq., on North Court street for their headquarters. Isaac was a man of large means and kept the customary wine cellar of those days. On one occasion the British officers made a drunken revelry on his wine, broke the bottles over the floor and compelled him to walk barefooted

over the broken glass. His daughter, Elizabeth, then a young lady of 17 years, was betrothed to Capt. William Porter of the Virginia Line in the American Army, and wore a handsome diamond engagement ring—this ring attracted the notice of one of the officers and he attempted to rob her of it by force. Breaking from him, she ran out on the back porch, slipped the ring from her finger and threw it among the weeds and tall grass which were growing in the back yard. It thus escaped the clutches of the Englishman, but, unfortunately, it was so well concealed there she herself was unable to find it,—the loss of the ring, however, did not have the effect upon her engagement that some superstitious persons might suppose. She and Captain Porter were married October 21, the following year, one year after the surrender of Cornwallis at Yorktown.

December 20, 1787, an act was passed providing for the establishment of a marine hospital for the reception of aged and disabled seamen at Washington, in the county of Norfolk. This building is now the Ryland Institute, Berkley. On December 24, 1790, it was ordered that the Marine Hospital be sold and one-half of the proceeds go to Norfolk for support of the academy and one-half be paid trustees to erect a school in the town of Portsmouth to educate orphan children.

At a County Court held on the 20th of May, 1795, Lieut. William Wilson, of Fort Nelson was tried for the murder of Lieut. Charles Harrison, of Fort Norfolk, and acquitted, and on the 26th Edward Voss, charged with being accessory to the death of Lieutenant Harrison, was discharged. This trial was evidently the result of a duel.

On July 13, 1803, Jerome Bonaparte arrived here in a vessel from the West Indies and left for Baltimore in a sloop with Captain Walker.

On May 31, 1815, the steamboat "Eagle," Captain Rodgers, was advertised to leave for Baltimore. She was the first steamboat recorded as appearing in these waters.

On December 15, 1815, a boat built near the *Peak's of Otter* arrived, bringing one barrel of flour that had been ground on the Staunton River and intended as a present to the borough of Norfolk. She came down the Dan and Staunton rivers to the Roanoke, down that river to Albemarle Sound, touching at Edenton and Elizabeth City and through the Dismal Swamp Canal. R. S. W. Cabell, Philip Paine, Carter Harrison, and Samuel Pannil, members of the North Carolina Legislature, were passengers. The intention of this voyage was to demonstrate how the products of that section could reach tidewater.

In 1816 William Pennock advertised "200 kegs of pickled oysters," part cargo of the schooner "Venus" from the Isle of Guernsey, coast of France and said to be of superior flavor.

1816—May 19th—Died, William Pennock. He came here from Maryland soon after the Revolution. He was an extensive merchant, owning at one time over 40 square-rigged vessels, all built here, and engaged in foreign trade, and the captains and mates resident in Norfolk and Portsmouth. In fact, the principal occupation of both towns was shipbuilding and seafaring. Simmon's directory of 1801 gives names of 83 captains and mates residents.

On April 3, 1821, at the launching of the new steamboat "Hampton," built to ply between Norfolk and Hampton, at this shipyard, near the draw bridge, Edmund Allmand, shipbuilder, was killed by the falling of a spar.

May 21, 1822,—Launched from shipyard of William F. Hunter, at foot of Nebraska street, Norfolk, steam brig "New York." Her owners were George and William Rowland, Capt. Richard Churchward, John Tunis, John Allmand and the builder. She was 260 tons, 50 horse-power and built to ply between New York and Norfolk. *The Scientific American* credits her as being the second steam vessel built in the United States to navigate the ocean, succeeding the historic "Savannah," Captain Rodgers. A handsome oil painting

of this ship was made to the order of the Old Dominion Steamship Company and deposited in Sailors' Snug Harbor, Staten Island, New York, and a copy of the same presented to the Norfolk Chamber of Commerce, where it now hangs.

In 1826 lucifer matches were advertised for sale by Joseph T. Allyn. Price,—25 cents a box of 100 matches.

December 28, 1828, Capt. Roger Quarles, an old ship-master, died. In the War of 1812 he fitted out at his own cost the privateer "Roger," and was noted for his success and skill, bringing many prizes that he captured from the British into this port. He died at the residence of Capt. Richard Drummond, who then owned all of Ghent.

The new steamboat "Lady of the Lake," built by Capt. Guy C. Wheeler at his shipyard in Portsmouth, came down under her own steam July 3, 1830, from Mr. Russel's machine shop on Holt street, Briggs' Point, where her machinery was put in under Thomas Murphy. Mr. Russel cast bells for churches, etc.; he made the iron railing around Christ Church, the patterns for which were taken from the United States Bank, on Chestnut street, Philadelphia.

1829—April 16th—The Virginia and North Carolina Transportation Company contracted for and had completed in thirty days 10 vessels for the canal trade at the following shipyards: Joseph Porter, Portsmouth; John Overton, Portsmouth; Miles, Chambers & Hathaway, Portsmouth; Ryan & Gayle, Portsmouth; Oney S. Cameron, Norfolk; Isaac Talbot, Norfolk; and John G. Colley, Norfolk.

On March 30, 1837, there arrived the French frigate "Andromede," from Rio de Janeiro; Louis Napoleon Bonaparte (afterward King Louis Napoleon), passenger. He put up at French's Hotel, corner of Main and Church streets, Norfolk, now John Willis' furniture house.

On November 28, 1817, the ship "Atlas" from Havre, France, arrived in the port; a part of her cargo was furniture for the White House in Washington. This was severely commented upon. Was American-made furniture not good enough for an American-made president?

On December 4, 1817, a list of about 300 persons was published for failing to attend the regular musters of the militia during the year, with the amount of fines imposed ranging from $5.00 to $25.00 each.

CHAPTER III

MILITARY HISTORY OF THE COUNTY

Indian Wars—Colonial Officers and Soldiers—Manner of Bearing Expenses of the Indian Wars—Colonial Military Tactics—Committee of Safety—Revolutionary Times—Dunmore's Doings—Battle of Great Bridge—Correspondence of Woodford and Howe—Destruction of Norfolk—Other Invasions and Depredations of the British—Some Soldiers and Sailors of the Revolution—Itemized Statement of Losses Sustained by a Citizen of Norfolk During the Bombardment—British Property Confiscated—Daughters of the American Revolution.

The military history of Norfolk County, including the periods of peace, covers a period of three hundred years less seven.

Capt. Christopher Newport sailed from Blackwell for America on the 19th day of December, 1606. After a stormy voyage of over four months, while off the coast of Hatteras in quest of Roanoke Island, a violent gale of wind providentially drove his little fleet into the mouth of the Chesapeake Bay on the 26th day of April, 1607, where the sailors sighted land and called it Cape Henry. The commander with 27 others landed there and while on shore making observations five natives came creeping on all fours from behind the sand hills and wounded two men with their arrows; but a few musket shots sent them flying back. Cape Henry was in Lower Norfolk County, so upon its soil the first colonial blood was shed and there was the scene of the first Indian hostilities in Virginia. This expedition arrived at Jamestown on the 13th day of May, 1607, and established the first permanent English settlement in America.

Capt. John Smith returning from his voyage of discovery up the Chesapeake Bay, sailed up the Nansemond River seven or eight miles and found its banks consisting mainly of oyster shells. He had a fight with the Nansemonds and Chesapeakes about eight miles from the mouth of the river. Suddenly arrows came fast and thick from both sides of the river, but about twenty shots from muskets made all the bowmen flee. Over a hundred arrows stuck in Captain Smith's boat, yet no one was hurt, only Anthony Bagnall was shot in his hat and another in his sleeve. The Chesapeakes had 100 bowmen and the Nansemonds 200 fighting men. Captain Smith captured all the corn he could take away and returning arrived on the 7th day of September, 1608, at Jamestown.

The Indians at first visited the colonists in a friendly way, but afterward they frequently attacked them. The careless straggling of the English gave the Indians opportunities to kill or wound them. After the great massacre of the 22nd of March, 1622,

when 347 men, women and children were treacherously and inhumanly butchered, laws were passed forcing the colonists to guard and protect themselves against hostile natives. The commanders of plantations were required to see that there was kept a supply of ammunition, that their arms were in good order and that constant watch be kept at night. All men able to bear arms were required to carry them to church on penalty, if default was in the master, of two pounds of tobacco and if in the servants they were to be punished by the master. Under such severe tasks and continual hardships, no wonder wars of extermination were declared.

The Grand Assembly, in October, 1629, at Jamestown, declared war and enacted that there should be three several marches against the Indians, in November, March and July, and every commander was required to levy a force of as many men as could well be spared from the plantations; about five months afterward the same legislative body declared that the war begun must be effectually followed and no peace concluded with the enemy. The colonial soldiers wounded in these expeditions were to be provided for by the several plantations.

The Nanticoke Indians in Accomac County in 1639 put on their war paint, and marched out with a determination to exterminate the settlers on the Eastern Shore, and as there were not many colonists there the plan had every prospect of a successful termination. Fortunately timely warning was given and aid was sent in time to avert the calamity. The counties were called upon to furnish quotas of soldiers, and Lower Norfolk County made a draft for its share of men. The court held on the 17th day of July, 1639, resolved that

Whereas, at a court holden by the Grand Comm[illegible] of York the first of the present July it was ordered that there should be appointed fifteen sufficient men out of the Lower County of Norfolk to march against the Nanticoke Indians, according therefore to the said order, the Commander and Commissioners of this County have made choice of these men whose names are here mentioned to go on the said march:

2

COLONIAL SOLDIERS.

Thomas Rudder	Mr. West
Gowering Lankaster	George Locke
Robert Ward	Robert Mi[illegible]
[illegible] Gilliam	James at Joe Brown's.
Thomas Lovett	Will Berry
John Gatter	John Ca[illegible]
Marm. Warrington	Robert Smith
Henry Michaell	

In order to furnish rations and ammunition for these colonial soldiers, the tithables were divided into groups of 20, and it was further ordered by the court that "Every twenty persons being to provide two pounds of powder and two pounds of shot and forty pounds of biscuit and a half a bushel of peas a man for them sent for the said march." Cornelius Lloyd equipped the detachment with buff coats, for which the court allowed him 250 pounds of tobacco each, which was raised by a levy on the tithable inhabitants of the county. The expedition was successful and the Lower Norfolk County detachment of soldiers returned without having suffered any loss except a medicine chest, which fell overboard from one of the boats, as they were crossing the Chesapeake Bay.

A law was passed in October, 1644, for defraying the expenses of the Indian wars, which law provided that six pounds of tobacco should be levied on every tithable person within the several counties, and Lower Norfolk County, having 296 tithable persons, was assessed with 1,776 pounds of tobacco. Isle of Wight, Upper and Lower Norfolk, were associated as one military district. Every 15 tithables were to furnish and pay one soldier. All negro men and women and all other men, between the ages of 16 and 60 were tithables. The 14 tithables were to agree with their one soldier upon the amount of pay he was to receive, and in case they could not agree, a council of war should determine how much they should pay him. The yearly pay of a commander was fixed at 6,000 pounds of tobacco; that of a lieutenant, at 4,000 pounds; and that of a sergeant, at 2,000 pounds.

The whole colony of Virginia was in 1645

ablaze with excitement over the second attempt of Opechanough to exterminate the English, and Lower Norfolk County sent her quota to the Pamunkey River section. There is no mention of the killed, but Robery Davyes and Peter Sexton were brought back home severely wounded. They finally recovered from their wounds, and their doctor and medicine bills were paid by a levy on the tithables in the county.

War was declared by the Grand Assembly in March, 1645, against the Nansemonds and other neighboring Indians, and the military district composed of Isle of Wight, Upper and Lower Norfolk was directed to prosecute the war with vigor by cutting up their corn and doing any other acts of hostility against them. The expense of this war was to be borne by the inhabitants of those counties lying south of the James River. The three counties raised a force of 80 soldiers and the Lower Norfolk contingent was under command of County Lieutenant Robert Smith, one of the heroes of the war on the Eastern Shore. These soldiers invaded the territories of the Indians, defeated them in battle and drove them beyond the Roanoke River. On this occasion the tithable inhabitants of the county were divided into groups, and each group was required to work the farm of one of the soldiers who were sent to the war, though the expenses of the campaign were raised by a general levy on all the tithables of the three counties. At a meeting of the council of war for the military district, held on the 25th day of October, 1645, said council being composed of Capt. Thomas Willoughby, Richard Bennett, Esq., Capt. John Sibsey, Capt. Edward Windham, Capt. Thomas Dawe, Richard Preston, Anthony James and Francis Hough, an itemized statement of the campaign was prepared. The total cost was ascertained to be 38,314 pounds of tobacco, exclusive of the pay of three county lieutenants, whose pay was fixed at 2,000 pounds of tobacco each, to be paid by their respective counties. To secure this amount, a levy of 28 pounds of tobacco was made on each tithable of Lower Norfolk County, and 31 pounds per poll in Nansemond and Isle of Wight. The order states that the difference in the amount of the levy was "in regards that those counties had and made use of more of these provisions of victuals which are brought into the account than those of the Lower Norfolk did." Lower Norfolk had one soldier, Abraham Pitts, wounded, and another, whose name was not given, was bitten by a snake.

Dr. Christopher Athely was "chirurgeon for the march," and was allowed 1,000 pounds of tobacco for the voyage, and for the care of Abraham Pitts and "him that was hurt by a snake," 600 pounds,—in all, 1,600 pounds of tobacco. Dr. Thomas Ward was the "chirurgeon" who accompanied the Lower Norfolk contingent to the Pamunkey River.

Each of the 80 soldiers was allowed 100 pounds of tobacco, and Abraham Pitts, wounded in the service, and "him that was bitten with a snake," were allowed 800 pounds each for the loss of their time and crop.

For several years after the tithables were divided into detachments of 40, and each detachment was required to maintain one of its number as a scout, whose duty it was to remain in the woods at a distance from the settlements and give warning of any inroads of the Indians. If the scout was a planter, the rest of the detachment was required to cultivate his plantation, and if not a land owner, they were required to feed him, keep him supplied with ammunition and pay him for his services. This method of carrying on war was very economical to the government, though it bore heavily upon men of small means.

The law prohibiting terms of peace and directing the cutting up of corn was repealed by the Grand Assembly in 1646, as well as the declaration of war against the Nansemonds. It was enacted that Indians coming on the lands of the colonists should not be killed unless taken in acts of mischief, but this was soon amended so that none should be

killed unless for the commission of what would be a felony for an Englishman. Indian children, by leave of their parents, could be taken as servants on such terms as might be agreed upon between parent and master, but it was required that the children should be educated and brought up in the Christian religion. The friendly Indians were allowed to hold the land they possessed, and no persons were allowed to settle on such land without the permission of the government.

A general war was again declared in 1675-76, because of "sundry murders, rapine and many depredations lately committed." The charge of this war was to be sustained by the whole colony. An army of 500 men was directed to be recruited to garrison forts and guard the frontiers. Capt. Edward Wiggins with 40 soldiers from Isle of Wight, Nansemond and Lower Norfolk was to man a fort at the head of the Nansemond River. He was to have 180 pounds of powder and 540 pounds of shot kept in the magazine. The military district was required to send provisions to this fortification,—five bushels of shelled corn and 60 pounds of pork or 80 pounds of beef per soldier for four months, and so provide every fourth month.

Col. Lemuel Mason and Maj. Francis Sawyer were commissioned to select persons to draft men into the army. Every foot soldier was allowed 1,500 pounds of tobacco and cask for each year's service, and every cavalryman for himself and horse, 2,000 pounds and cask. The pay of a captain was 600 pounds and cask for a month's service; a lieutenant, 400 pounds and cask; an ensign, 300 pounds and cask; a sergeant, 250 pounds and cask; a corporal and a drummer, each, 150 pounds of tobacco and cask.

An act for listing, arming and training militia was passed in October, 1705. It provided that the colonel or chief officer of the county should list all persons between 16 and 60 years of age, to be divided into troops or companies, but these soldiers had to provide themselves with arms and ammunition. A general muster was to be held once every year, and company muster once every three months. The governor was authorized to call out the militia on invasions or insurrections. So began the old militia musters, which ended in 1861, when the 95th and 7th regiments of Norfolk County went out of existence; for the volunteers in the Confederate Army left none to muster in the ranks of the militia.

COLONIAL MILITARY TACTICS.

[illegible] 1754

Take Care	
[illegible]	1
[illegible]	1
Join your left hand to your Firelock	2
[illegible]	3
[illegible]	1
[illegible]	1
Recover your arms	1
Half cock your Firelock	3
[illegible]	3
Open your cartreges	2
[illegible]	2
Shut your Pan	3
[illegible]	1
Charge with your cartreges	3
[illegible]	1
Shorten your Rammer	3
Put it in the barrel	6
[illegible]	2
Recover your Rammer	3
Shorten your Rammer	3
Return your Rammer	6
Your Right hand under ****	1
Poise your Firelock	1
Shoulder your Firelock	3
Rest your Firelock	4
Order your Firelock	3
Ground your Firelock	4
Take up your Firelock	4
Rest your Firelock	3
Club your Firelock	4
Rest your Firelock	4
Secure your Firelock	3
Shoulder your Firelock	5
Present your arms	4
Fare to ye Right:	3
To the Right	3
To the Right	3
To the Right	3
To the Right about	3
By the left as you were	3
[illegible]	
[illegible]	3
To the Left	3
To the Left	3
To the Left about	3

By the Right as you were..... 3
Poize your Firelock..... 1
Shoulder your Firelock..... 3

SOME OF THE COLONIAL MILITARY OFFICERS.

Capt. Adam Thorogood qualified May 15, 1637.
Capt. John Sibsey qualified May 15, 1637.
Lieut. Francis Mason qualified March 20, 1639.
Capt. Thomas Willoughby qualified December 16, 1643.
Capt. William Clayborne qualified December 16, 1643.
Capt. Edward Windham qualified January 16, 1645.
Capt. Francis Yardley qualified 1651.
Col. John Wilson qualified 1705.
Capt. John Halstead qualified 1716.
Capt. Thomas Hodges qualified 1716.
Capt. Mathew Spivey qualified 1716.
Capt. George Mason qualified 1716.
Lieut.-Col. George Newton qualified 1734.
Capt. Willis Wilson qualified 1734.
Capt. Lewis Conner of Norfolk County Militia qualified March 10, 1740.
Col. William Craford qualified as county lieutenant September 15, 1748.
Capt. John Willoughby qualified as captain of company on the north side of Tanner's Creek September 15, 1748.
Lieut. James Wilson qualified as lieutenant in Capt. Willis Wilson's company September 15, 1748.
Col. Samuel Boush of Norfolk County Militia qualified October 20, 1748.
Capt. John Portlock of Norfolk County militia qualified August 16, 1752.
Capt. Thomas Veale of Norfolk County militia qualified August 16, 1752.
Capt. Joshua Corprew of Norfolk County militia qualified August 16, 1752.
Capt. Robert Burgess of Norfolk County militia qualified September 28, 1752.
Capt. Marcom Herbert of Norfolk County militia qualified September 28, 1752.
Capt. William Hodges of Norfolk County militia qualified September 20, 1753.
Capt. Joseph Hutchings, Borough of Norfolk militia qualified September 20, 1753.
Col. Robert Tucker qualified to be county lieutenant March 20, 1760.
Capt. John Portlock qualified March 20, 1760.
Capt. Joshua Nicholson qualified March 20, 1760.
Capt. Thomas Talbot qualified March 20, 1760.
Capt. Thomas Veale qualified March 20, 1760.
Capt. Samuel Happer qualified March 20, 1760.
Capt. Robert Burgess qualified March 20, 1760.
Capt. Stephen Wright qualified March 20, 1760.
Capt. Joshua Corprew qualified March 20, 1760.
Lieut. William Happer qualified March 20, 1760.
Lieut. John Herbert qualified March 20, 1760.
Lieut. Thomas Nash, Jr. qualified March 20, 1760.
Lieut. William Nicholson qualified March 20, 1760.
Lieut. John Ferebee qualified March 20, 1760.
Ensign Isias Slack qualified March 20, 1760.
Ensign John Scott qualified March 20, 1760.
Ensign Richard Ballentine qualified March 20, 1760.
Ensign David Ballentine qualified March 20, 1760.
Charles Stewart, Gent., qualified to be quartermaster of the Norfolk County militia March 20, 1760.
Maj. Lemuel Willoughby, Borough of Norfolk militia, qualified April 16, 1761.
Capt. William Orange, Borough of Norfolk militia, qualified April 16, 1761.
Col. John Hutchings of Norfolk County qualified April 17, 1761.
Lieut. Samuel Bacon qualified June 19, 1761.
Ensign Richard Scott, Borough of Norfolk militia, qualified June 19, 1761.
Capt. David Porter of Norfolk County militia qualified March 18, 1763.
Lieut. Giles Randolph of Norfolk County militia qualified March 18, 1763.
Lieut. Jerome Creech of Norfolk County militia qualified March 18, 1763.
Ensign George Wright Burgess of Norfolk County militia qualified March 18, 1763.
Capt. Thomas Willoughby, Borough of Norfolk militia qualified October 16, 1766.
Col. John Willoughby qualified as lieutenant and chief commander of county militia October 15, 1767.
Col. Josiah Wilson of Norfolk County militia qualified February 18, 1768.
Lieut.-Col. George Veale of Norfolk County militia qualified February 18, 1768.
Lieut. John Boush, Borough of Norfolk militia, commissioned March 18, 1772.
Lieut. Caleb Herbert of Norfolk County militia, commissioned March 18, 1772.
Lieut. Samuel Veale of Norfolk County militia, commissioned March 18, 1772.
"Capt. Nicholas Wonycott this day 17th April, 1772, produced a commission from John Earle of Dunmore, Viscount Fincastle, Baron Mury of Blair, of Monlin and of Tillamet, Lieutenant and Governor General of His Majesty's Colony and Dominion of Virginia, and Vice Admiral of the same, to be Major of the Borough of Norfolk, and he having taken the oath to the government and subscribed the test entered on the execution of his Commission."
Lieut. Edward Archer, Borough of Norfolk militia, commissioned May 21, 1773.
Lieut. James Nicholson of Norfolk County militia, commissioned August 17, 1773.
Ensign William Nicholson of Norfolk County militia, commissioned August 17, 1773.

Fort Necessity fell in July, 1754, and in October of that year Governor Dinwiddie inaugurated measures to increase the Virginia forces to make another aggressive movement against the French and Indians. As in every emergency, Norfolk County was ready with her soldiers, and on the 22nd of November, 1754, John McNeil appeared before the County Court with his commission, and qualified as lieutenant of the Virginia force raised for the Ohio expedition, and Simon Frazier, with

his commission, qualified as adjutant of the same command.

The removal of the gunpowder from the magazine at Williamsburg on the 20th of April, 1775, kindled the fire of revolution, which spread over Virginia like a sweeping blaze in the dry forests of autumn. The royal government was dissolved and went down as a leaking ship in an ocean storm. Its laws were as silent as the Dead Sea, and the times which "tried men's souls" were begun.

While Dunmore was planning in bombastic sentences to recover his authority, the convention at Richmond organized an independent government, and ordered the enlistment of an army for the protection and defense of the state. The excitement in the colony ran high, and the sentiment of the people for resistance to Dunmore's infamous warfare made the ploughmen halt in the fresh furrows to shoulder their muskets for battle. The general Committee of Safety was formed and two regiments, to number 1,020 soldiers, each, were ordered to be forthwith organized by some person selected by the Committee of Safety.

COMMITTEE OF SAFETY.

[illegible] NEW [illegible] 20, 1775

Edmund Archer	John Portlock
Arthur Boush	David Porter
Thomas Creech	Edward Strong
Mathew Godfrey	William Smith
James Grymes	George Veale
Caleb Herbert	James Webb
Bassett Moseley	John Willoughby, Sr.
Charles Maye	Stephen Wright
James Nicholson	John Wilson
Thomas Nash, Jr.	Abraham Wormington

WESTERN BRANCH

Goodrich Bouch	Malachi Maund
John Brickel, Jr.	Paul Proby
William Bressie	Samuel Portlock
Henry Bressie	Daniel Sanford
Cornelius Calvert	Alexander Skinner
Benjamin Croocker	Malachi Wilson, Jr.
George Kelly	John Willoughby, Jr
Patrick Mackey	

[illegible] 1775

John Boush	Niel Jamison
[illegible]	John Lawrence
John Hutchings	[illegible]
Joseph Hutchings	[illegible]
James Holt	Robert Taylor
[illegible]	John Taylor
[illegible]	[illegible]
[illegible]	[illegible]

The colony was divided into districts for the enrollment of minute-men: Norfolk, Nansemond, Isle of Wight, Princess Anne and the borough of Norfolk were joined in one district. The committees of safety of the counties in this district were directed to appoint four members for each county and two for the borough of Norfolk as deputies to meet in general convention for the purpose of fixing the number of minute-men to be enrolled in each county and borough. The minute-men after being organized in companies were trained 20 days in the place selected by the deputies and after being assigned to battalions, they were required to drill four successive days in each month, except the three winter months. An ordinance to increase the military force was passed on Friday, the first day of December, 1775, which recited in the preamble, that "Whereas the Earl of Dunmore, by his many hostile attacks upon the good people of this colony, and attempts to infringe their rights and liberties, by his proclamation declaring freedom to our servants and slaves, and arming them against us, by seizing our persons and properties and declaring those who opposed his arbitrary measures in a state of rebellion, hath made it necessary that an additional number of forces be raised for our protection and defense." This ordinance directed six additional regiments to be raised and the officers and soldiers were required to take an oath as follows:

I do swear, that I will be faithful and true to the Colony and dominion of Virginia; that I will serve the same to the utmost of my power, in defense of the just rights of America against all enemies whatsoever; that I will to the utmost of my abilities, obey the law-

ful commands of my superior officers, agreeable to the ordinances of the Convention and the articles of war to which I have subscribed, and lay down my arms peacefully, when required so to do, either by the General Convention or General Assembly of Virginia. So help me God.

It was not until May, 1776, that an ordinance was passed requiring magistrates, on taking an oath to be faithful and true to the Commonwealth of Virginia, to support, maintain and defend to the utmost power the constitution and government thereof, faithfully execute the office and do equal right and justice to all men, so as to continue the administration of justice. The justices were required to appoint officers to make a tour of their county to administer this oath of allegiance to all freeborn males above the age of 16 years:

I do swear or affirm that I renounce and refuse all allegiance to George III, King of Great Britain, his heirs and successors and that I will be faithful and bear true allegiance to the Commonwealth of Virginia as a free and independent state, and that I will not, at any time, do or cause to be done, any matter or thing that will be prejudicial or injurious to the freedom or independence thereof as declared by Congress; and also, that I will discover and make known to some one justice of the peace for the said state, all treasons or traterous conspiracies which I now or hereafter shall know to be formed against this or any of the United States of America.

These officers had to make lists of all who subscribed to the oath and return them to the court. They were also required to report to the court all those who refused, and the lieutenant of the county was required forthwith to disarm them. They were incapacitated from holding office, serving on juries, suing for debts or purchasing property.

On the 18th of July, 1777, the Norfolk County Court ordered that Mathew Godfrey, Gent., administer the oath or affirmation appointed to be taken by the Act of Assembly to oblige the free male inhabitants of this state above a certain age to give assurance of allegiance to the same within the precinct on the south side of Tanner's Creek and on the north side as far as Willis Cares; that James Archdeacon, Gent., administer it within the precinct on the north side of the said creek as far as the said Cares; that Cornelius Calvert, Gent., administer it from Ferry Point as far as Portlock's Old Mill between the Southern Branch and Princess Anne; that James Webb, Gent., administer it from Portlock's Old Mill to the Great Bridge and between the Southern Branch and Princess Anne line; that John Wilson, Gent., administer it from the Great Bridge to the Carolina line on the west side of the road leading to the North West Landing and also to the line of Portsmouth Parish; that Malachi Wilson administer it from the Great Bridge to the Carolina line on the east side of the aforesaid road so far as the Princess Anne line; that William Smith, Gent., administer the same in Portsmouth and from thence to New Mill Creek; and that John Tatem, Gent., administer it from Portsmouth to the Western Branch, including both sides thereof.

These were exciting times in the county, and although the territory was exposed to the incursions of the enemy, every man was expected to show his hand in the great contest for independence. Many Tories were arrested and tried for treason. It is said that one of those who remained loyal to the King concluded an argument with a patriot neighbor by saying that nature taught them to be loyal, for even bees had a King! The suffering among the poor people was extremely distressing about this time, and the court being unable to relieve them appealed to Col. Charles Harrison, the commanding officer at Portsmouth, for humanity's sake to render temporary relief until it could help them out of the next county levy. Gov. Patrick Henry was officially informed of the deplorable condition of many poor widows and orphans, and relief was authorized by the legislature through the courts. Cornelius Calvert was appointed to furnish the wives, children and aged parents of the poor soldiers the necessary provisions. Many poor men of the county flocked to the standard of Washington, thus

exhibiting the highest patriotism and we may be well proud of these soldiers whose names should be enrolled on the scrolls of fame. But alas! how few can be listed now, nearly 125 years from those stirring, stormy days.

The General Assembly at Williamsburg on the 20th day of October, 1777, passed an act for recruiting Virginia regiments in the Continental line. Congress had made Virginia's portion 8,160 rank and file. Some of the state troops were transferred to help make up the complement, and besides a certain number of single men were directed to be drafted from the militia and Norfolk County's proportion was 35 men. They received a bounty of $15 on being enrolled.

The Quakers did not want to fight at all; but the Baptists and Methodists were willing to fight in defense of their country if not enrolled in the same company or regiment; so the law provided that Quakers and Mennonites, who were drafted, could be exempt from personal service by furnishing substitutes to be paid by assessment on the whole society, and the Governor was empowered by law to enlist Baptists and Methodists in separate companies with the right to elect their own company officers. When formed into a regiment, the Governor appointed the field officers from the same religious denomination as the officers elected by the companies.

Another act for raising additional battalions for the Continental line required 15 to be furnished by Virginia and offered a bounty of 100 acres of land for every non-commissioned officer and private, 150 acres for an ensign, 200 for a lieutenant, 300 for a captain, 300 for a major, 400 for a lieutenant-colonel and 500 acres for a colonel. Norfolk County was allowed one captain, one 1st lieutenant, one 2nd lieutenant and one ensign. The act for recruiting 2,000 volunteers to join the army of Washington was passed on the 4th day of May, 1778. It offered as an inducement to enlist at that important and critical period, a bounty of $30 and a complete suit of regimentals, to consist of a coat, jacket, one pair of breeches, two pair of shoes, two pair of stockings, two shirts and a hat; to be served with one gill of spirits per day until January 1, 1779; also they should be exempt from drafts and taxes for 12 months after discharge and should be furnished during their continuance in service stores at the following rates: "Wine at five dollars per gallon, green tea at four dollars per pound, bohea at two dollars per pound, coffee at two shillings and six pence per pound, chocolate at half dollar per pound, loaf sugar at two shillings and eight pence and brown sugar at one shilling per pound." Soldiers who served during the war were exempted from personal taxes and levies for life and those disabled received full pay for life.

Bounty lands were promised to officers and soldiers who served three years or during the war. There were in service during the Revolution 21 Virginia regiments, viz.: 16 on the Continental establishment, three regiments of the State line proper, two western regiments, and the State navy, which was composed of 20 or 25 vessels; from these figures it was estimated, by a legislative committee in 1835, that the number of persons entitled to land bounty was 11,000 and up to that time warrants had been issued to about 6,136 persons.

Apprehending an invasion of the eastern part of the state, the legislature in May, 1780, authorized the Governor to direct the county lieutenants or commanding officers of Princess Anne, Norfolk, Nansemond, Isle of Wight, Southampton, Sussex, Surry and Prince George to order one-sixth of their militia to hold themselves ready to march at a moment's warning. It also ordered that the ships "Thetis," "Tempest," "Dragon" and brig "Jefferson" be repaired and manned.

An act for recruiting the State's quota for the Continental line passed in October, 1780, required Norfolk County to furnish 56 men, and at the same time an act for securing supplies for the army by seizure fixed allowance for "wheat at $66 2-3 per bushel, Indian corn $20, peas $30, oats $15, pickled beef $8

per pound, bacon $20, salt pork $12, brandy $60 per gallon, whiskey $40, taffia $50, West India rum $80, white biscuit $300 per 100 pounds, ship's bread $200, fine flour $200 and seconds or ship stuff $150 per 100 weight."

The scale of depreciation of paper money was fixed for specie:

In December, 1777, four for one.
In December, 1778, six for one.,
In December 1779, forty for one.
In December, 1780, seventy-five for one.
In December, 1781, one thousand for one.

REVOLUTIONARY TIMES.

The clouds of war were gathering in Virginia from April to October, 1775. The outbreak came in the outrage at Norfolk on the liberty of the press. Under cover of the guns of the men-of-war in the harbor, a British officer with a squad of soldiers and sailors landed at the ferry wharf and marched to the printing office of the fearless patriot editor, James Holt, on Main street, whence they carried off the type with appurtenances and two printers. When the corporation authorities remonstrated, Dunmore replied that he had rendered great service in depriving them of means of having their minds poisoned and of exciting in them the spirit of rebellion and sedition.

On the 15th day of October, 1775, soon after this episode a body of British troops was dispatched to Kempsville, in Princess Anne County, where they destroyed some firearms which had been deposited there, and captured Capt. Thomas Mathews, of the minute-men, the first patriot prisoner of war taken on the soil of Virginia.

On the 7th day of November, 1775, Lord Dunmore proclaimed martial law, declaring all persons able to bear arms who did not rally to the King's standard to be traitors and offering freedom to the slaves of rebels who would join his Majesty's troops. All of this only intensified public irritation and increased the ardor of Virginians in the cause of freedom.

On the 16th day of November, Dunmore again invaded Princess Anne County, surprised and defeated the militia who were on the march to join the colonial troops for the defense of the tide-water section of Virginia. John Ackiss, one of the minute-men, was killed on the field and Colonel Hutchings and eight others were wounded and taken prisoners. So the first Virginia soldier gave his life for the independence of our State on the soil of Princess Anne County. Stirring events and thrilling times were now at the culminating point in Princess Anne and Norfolk counties. The British were fortifying Norfolk and gathering to the royal banner all the Tories, and all the negroes who could be induced to leave their masters. These were armed for incursions into the country to destroy the commissariate collected for the subsistence of Virginia troops. Suffolk, where most of the provisions were in store, was the objective point of Dunmore's designs.

Col. William Woodford, anticipating these plans of the royal governor, dispatched 215 light troops under Col. Charles Scott and Maj. Thomas Marshall to that place, and on the 25th day of November the gallant Woodford arrived there with the main body of the Virginia troops.

Colonel Scott was one of the unique characters of the American Revolution. He was born in Cumberland County, Virginia, and raised the first company of volunteers south of the James River, which entered into actual service. He was promoted until he received the rank of major-general, and received the thanks of Congress for gallant and meritorious conduct; subsequently he was governor of Kentucky. While governor he announced that he was going to Philadelphia during the session of Congress to visit his old commander. He was told that Washington had become "stuck up" with the importance of his high office, and was too much of an aristocrat to notice him in his hunting shirt, buckskin leggins and long beard. Notwithstanding he went, and as he approached the house, Washington and his wife recognized the old hero,

both rushed out and taking him by the arm escorted him in. Governor Scott said that he was never treated better and he found Washington "Ole Hoss" still. The soldiers' pet name for Washington was "Ole Hoss."

Maj. Thomas Marshall was the father of John Marshall, the great jurist and most eminent Chief Justice of the United States, who was also in Colonel Woodford's command.

Colonel Woodford informed the convention then in session at Williamsburg of the military situation and the American Archives, Vol. 4, Page 70, reprinted in the Colonial Records of North Carolina, Vol. X, Page 341, in the report of proceedings says. December 1, 1775. "A letter from Col. Woodford of the Second Regiment was laid before the convention and read respecting the situation of the troops under his command and of them under Lord Dunmore; that he had received an offer of assistance from the commanding officer of the troops situated in North Carolina, not far distant, which he had hitherto declined to call for, thinking the force sufficient, but that he would take his measures as circumstances should occur.

"Resolved, that the President be required to write a letter to Col. Woodford to be sent by express, to desire he will risk the success of his arms as little as possible, and if there is not a moral probability of securing with the troops he hath, he will embrace the offer of assistance from those of North Carolina by sending immediately for them."

Lord Dunmore had fortified on the Norfolk side of the Southern Branch of the Elizabeth River at Great Bridge and Colonel Woodford marched his forces from Suffolk by way of Deep Creek to within cannon shot of the enemy's work on the opposite side of the causeway where he constructed breastworks. On the 9th day of December, 1775, Captain Fordyce led his British grenadiers to storm these works, only to receive a signal defeat. The assault was marked by great gallantry on the part of the British soldiers, and Fordyce fell within 15 steps of the breastworks. Twenty-one killed and wounded were left on the field, and it was estimated that a greater number was borne off before the retreat. The British hastily retreated to Norfolk, and Dunmore fearing pursuit abandoned his entrenchments and embarked his troops on his men-of-war for security from attack.

The *Virginia Gazette*, published on the 14th, five days after, gives the following particulars of the battle of Great Bridge: "The Great Bridge is built over what is called the Southern Branch of the Elizabeth River, twelve miles above Norfolk. The land on the east side is marshy to a considerable distance from the river, except at the two extremities of the bridge, where are two pieces of firm land, which may not improperly be called islands, being entirely surrounded by water and marsh and joined to the mainland by causeways. On the little piece of firm land on the further or Norfolk side Lord Dunmore had erected his fort, in such a manner that his cannon commanded the causeway on his side and the bridges between him and us, with the marshes around him. The island on this side of the river contained six or seven houses, some of which were burnt down (those nearest the bridge) by the enemy after the arrival of our troops; in the others, adjoining the causeway on each side, were stationed a guard every night by Col. Woodford, but withdrawn before day, that they might not be exposed to the fire of the enemy's fort in recrossing the causeway to our camp, this causeway also being commanded by their cannon.

"The causeway on our side in length was about 160 yards, and on the hither extremity our breastwork was thrown up. From the breastwork ran a street, gradually ascending, about the length of 400 yards, to a church where our main body was encamped. The great trade to Norfolk in shingles, tar, pitch and turpentine, from the country back of this, had occasioned so many houses to be built here, whence the articles were conveyed to Norfolk by water. But this by the by. Such is the nature of the place as described to me, and such our situation, and that of the enemy.

"On Saturday, the 9th inst., after reveille beating, two or three great guns and some musketry were discharged by the enemy, which, as it was not an unusual thing, was but little regarded by Col. Woodford. However, soon after he heard a call to the soldiers to stand by their arms, upon which, with all expedition, he made the proper dispositions to receive them. In the meantime the enemy had crossed the bridge, firing the remaining houses on the island and some large piles of shingles and attacked our guard on the breastwork. Our men returned the fire, and threw them into some confusion; but they were instantly rallied by Capt. Fordyce, and advanced along the causeway with great resolution, keeping up a constant and heavy fire as they approached. Two field-pieces, which had been brought across the bridge and placed on the edge of the island, facing the left of our breastwork, played briskly at the same time upon us. Lieutenant Travis, who commanded in the breastwork, ordered his men to reserve their fire until the enemy came within fifty yards, and then gave it to them with terrible execution. The brave Fordyce exerted himself to keep up their spirits, reminded them of their ancient glory, and, waving his hat over his head encouragingly, told them *the day was their own*. Thus pressing forward, he fell within fifteen steps of the breastwork. His wounds were many, and his death would have been that of a hero had he met it in a better cause. The progress of the enemy was now at an end, and they retreated over the causeway with precipitation, and were dreadfully galled in their rear. Hitherto, on our side only the guard, consisting of twenty-five, and some others, in the whole not amounting to more than ninety, had been engaged. Only the regulars of the 14th Regiment, in number 120, had advanced upon the causeway; and about 230 negroes and tories had, after crossing the bridge, continued upon the island. The regulars, after retreating along the causeway, were again rallied by Capt. Leslie, and the two field-pieces continued playing upon our men. It was at this time that Col. Woodford was advancing down the street to the breastwork with the main body, and against him was now directed the fire of the enemy. Never were cannon better served; yet in the face of them and musketry, which kept up a continual blaze, our men marched on with the utmost intrepidity. Col. Stevens, of the Culpepper battalion, was sent round to the left to flank the enemy, which was done with so much spirit and activity that a rout immediately ensued; the enemy fled into their fort, leaving behind them the two field-pieces, which, however, they took care to spike up with nails.

"Many were killed and wounded in the flight, but Colonel Woodford very prudently restrained his troops from pursuing the enemy too far. From the beginning of the attack till the repulse at the breastwork might be fourteen or fifteen minutes; till the total defeat, upward of half an hour. It is said that some of the enemy preferred death to captivity, from fear of being scalped, which Lord Dunmore cruelly told them would be their fate should they be taken alive.

"Thirty-one killed and wounded fell into our hands, the number borne off was much greater. Through the whole engagement every officer and soldier behaved with the greatest calmness and courage. The conduct of our sentinels I cannot pass over in silence. Before they quitted their stations they fired at least three rounds as the enemy were crossing the bridge, and one of them, posted behind some shingles, kept his grounds until he had fired eight times, and after he had received the fire of a whole platoon made his escape across the causeway to our breastwork. The scene was closed with as much humanity as it was conducted with bravery. The work of death being over, every one's attention was directed to the succor of the unhappy sufferers; and it is an undoubted fact that Captain Leslie was so affected with the tenderness of our troops to those capable of assistance that he gave signs from the fort of his thankfulness.

"What is not paralleled in history, and will

scarcely be credible, except to such as acknowledge a Providence over human affairs: this victory was gained at the expense of no more than a slight wound in a soldier's hand; and one circumstance which rendered it still more amazing is, that a field-piece raked the whole length of the street and absolutely threw double-headed shot as far as the church and afterward, as our troops approached, cannonaded them heavily with grape shot."

An article in the next issue of the *Gazette* says: "A correspondent, on whose information we may depend, informs us that our soldiers showed the greatest humanity and tenderness to the wounded prisoners. Several of them ran through a hot fire to lift up and bring in some that were bleeding and who they feared would die if not speedily assisted by the surgeon. The prisoners expected to be scalped, and cried out, '*For God's sake, do not murder us.*' One of them, unable to walk, cried out in this manner to one of our men, and was answered by him, 'Put your arms around my neck and I will show you what I intend to do.' Then taking him with his arm over his neck, he walked slowly along, bearing him along with great tenderness to the breastwork. Captain Leslie, seeing two of our soldiers tenderly removing a wounded regular from the bridge, stepped upon the platform of the fort, and, bowing with great respect, thanked them for their kindness. These are instances of a noble disposition of soul. Men who can act thus must be invincible."

Colonel Woodford, making report of the battle of Great Bridge to Edmund Pendleton, President of the Convention, writes: "Great Bridge, near Norfolk, December 9, 1775. The enemy were reinforced about three o'clock this morning (as they tell me) by every soldier of the Fourteenth Regiment at Norfolk, amounting to two hundred, commanded by Captain Leslie, and this morning, after reveille beating, crossed the bridge by laying down some planks, and made an attack to force our breastwork (the prisoners say the whole number amounted to five hundred volunteers and blacks) with two pieces of cannon, but none marched up but His Majesty's soldiers, who behaved like *Englishmen*. We have found of their dead Captain Fordyce and twelve privates, and have Lieutenant Batut, who is wounded in the leg, and seventeen private prisoners, all wounded. They carried their cannon back under cover of the the guns of the fort, and a number of their dead. I should suppose, to speak within compass, their loss must be upward of fifty. Some powder and cartridges were taken. I sent an officer to inform them if they would not fire upon our people they should collect the dead and wounded; this they agreed to, and there has been no firing since. We are now under arms, expecting another attack. There is but one man of ours hurt and he is wounded in the hand. The prisoners inform us that Lord Dunmore has got a reinforcement of Highlanders, which I expect will be up next."

GREAT BRIDGE, DECEMBER 10th, 1775.

Sir

I must apologize for the hurry in which I wrote you yesterday, since which nothing of moment has happened, but the abandoning of the fort by the enemy. We have taken possession of it this morning, and found therein the stores mentioned in the enclosed list; to-wit: 7 guns, four of them sorry; 1 bayonet; 29 spades; 2 shovels; 6 cannon; a few shot; some bedding; a part of a hogshead of rum; two or more barrels, the contents unknown, but supposed to be rum; 2 barrels of bread; about 20 quarters of beef; half a box of candles; 4 or 5 dozen quart bottles; 4 or 5 iron pots; a few axes and old lumber. The spikes, I find cannot be got out of the cannon without drilling. From the vast effusion of blood on the bridge, and in the fort, from the account of sentries, who saw many bodies carried out of the fort to be interred, and other circumstances, I conceive their loss to be much greater than I thought it yesterday, and the victory to be complete. I have received no late information from Norfolk and Princess Ann nor yet fixed on a plan for improving this advantage. I have dispatched scouting parties, and from their intelligence I shall regulate my future operations. Enclosed is an inventory of the arms, etc., taken yesterday, to-wit: 2 silver-mounted fusils with bayonets; one steel do. without bayonet; 24 well fixed muskets, with bayonets; 6 muskets, without bayonets; 28 cartouch boxes and pouches; 3 silver-mounted cartouch boxes, 2 cannon do; 26 bayonet belts; 27 caps; 2 hats; one barrel with powder and cartridges; one silk handkerchief, with linen in it; 2 watches; cash 12s 6d.; 1 pair gloves; 4 stocks and buckles; 2 snuff-boxes; 10 knives; barrel with ball and oakum; 12 coats; 12 waist-coats; 11 pair shoes; 12 pair of gaiters; 1 pair of

breeches; 1 shirt; 1 pair of stockings; a parcel of old knee buckles; a parcel of old buttons; and a black handkerchief.

The arms I shall retain for the use of the army; the other articles I shall dispose of at vendue, and apply the money arising from the sale in such manner as the Convention shall be pleased to direct.

Lieutenant Batutt having an inclination to inform the King's troops of the humane treatment he met with here, I dispatched Ensign Hoomes, with a flag of truce who returned with the enclosed answer from the Commander of the Fort; viz: "Captain Leslie presents his compliments to Mr. Batut and returns Col. Woodford his sincere thanks for his kind treatment of prisoners. He is happy Mr. Batut's wounds are so slight; but is extremely sorry for the loss of poor Fordyce."

The unfortunate Captain Fordyce was a Captain of the Grenadiers of the Fourteenth Regiment; most of the soldiers were Grenadiers of that regiment. As the Captain was a gallant and brave officer, I presumed to enter him with all the military honors due his great merits; which I hope will meet with the approbation of the honorable convention.

About two hundred and fifty Carolina men are arrived under the Command of Col. Vail. They are composed of regulars, minute-men, malitia and volunteers, and have brought with them six cannon. I have received no certain account of Col. Howe, where he is, what number of force he commands, how armed and how provided, or where he intends to join me. I shall pay due regard to the reinforcements you mention and the establishment of the posts. I am just informed by Lieutenant Batut, that a servent of Maj. Marshall's who was in the party with Col. Scott and deserted, informed Lord Dunmore that not more than three hundred shirt-men were here; that imprudent man caught at the bait and dispatched Capt. Leslie, with all the regulars who arrived at the Fort about four o'clock in the morning. I have enclosed to the honorable convention a general return of the forces under my command; also a list of sick and wounded. It is my wish to receive orders for what is to be done with the wounded prisoners when able to travel. I recollect nothing more to add at present, than that I am with great respect your most obedient servant.

WILLIAM WOODFORD.

TO EDMUND PENDLETON,
PRESIDENT OF THE CONVENTION.

An extract from a letter of a midshipman (American Archives, Vol. 4, Page 452) on board His Majesty's ship "Otter," commanded by Captain Squire, dated January 9, 1776, describes the battle as follows:

"December 9. Our troops, with about 60 town men from Norfolk and a detachment of sailors from the ships, among whom I had the honor to march, set out from Norfolk to attack, once more, the Rebels at Great Bridge, who had been lodged there some time and had erected a breastwork opposite to our fort on their side of the river. We arrived at the fort an hour after three in the morning and after refreshing ourselves prepared to attack the Rebels in their intrenchments. Captain Squire, ever ready to assist My Lord in the public cause, had sent his gunners and men to manage two pieces of cannon, who were in the front and ordered to begin the attack. But how can it be supposed that with 200 men we could force a strong entrenchment defended by at least 2,000? Yet this was attempted, and we marched up to their works with the intrepidity of lions. But alas! we retreated with much fewer brave fellows than we took out. Their fire was so heavy that had we not retreated as we did we should every one been cut off. Figure to yourself a strong breastwork built across a causeway, on which six men only could advance abreast; a large swamp almost surrounded them, at the back of which were two small breastworks to flank in our attack on their intrenchments. Under these disadvantages it was impossible to succeed; yet our men were so enraged that all the entreaties and scarcely the threats of our officers could prevail on them to retreat, which at last they did; the cannon were secured within the fort. We had sixty killed, wounded and taken prisoners; among whom were the gallant Captain Fordyce, of the Grenadiers of the Fourteenth Brigade, Lieutenants Napier and Leslie, and Lieutenant Batut wounded and taken prisoner, men all universally esteemed and for whom all shed tears; we set out on our return to Norfolk about seven o'clock in the evening, at which place we arrived at twelve, and the soldiers were embarked on board vessels prepared for that purpose."

"December 14. The Rebels having now nothing to obstruct their passage, arrived and took possession of Norfolk, and in the evening saluted us with a volley of small arms, which, the next morning, I was sent on shore to their Commander to inform him if another shot was fired at the 'Otter' they must expect the town to be knocked about their ears."

After the battle of Great Bridge 250 North Carolina troops arrived, under Colonel Nash, and on the 12th 300 more, under Colonel Howe, who, with Colonel Woodford, occupied Norfolk on the 14th. Colonel Howe, whose commission had precedence over Colonel Woodford's, now assumed command.

The proceedings of the Virginia Convention at Williamsburg, on Thursday, the 14th day of December, 1775 (American Archives, Vol. 4, Page 84) say: "The President laid before the Committee a letter from Colonel Woodford enclosing a petition from the poor inhabitants of the Town of Norfolk requesting protection. * * * The President also laid before the Convention a letter from Colonel Howe, of North Carolina, informing him that he had joined Colonel Woodford with the troops under his command and should be happy to afford him his best assistance."

Resolved, That the President do [illegible] Howe acknowledging the receipt of his [illegible] letter and thanking him for his good intentions toward the Colony.

On Friday, December 22 (American Archives, Vol. 4, Page 95), the Convention tendered thanks to the North Carolina troops under Colonel Howe:

Resolved, *unanimously*, that the Thanks of this Convention are justly due to the brave officers, gentlemen volunteers and soldiers of North Carolina, as well as our brethren of that Province in general, for their spirit and generosity and the part they have taken in common rights against the enemies of *America* and of the British Constitution; and that the President be desired to transmit a copy of this resolution to Colonel Howe.

A correspondence between Colonel Howe and the British officers began on the 24th of December, which Colonel Howe transmitted to the convention (American Archives, Vol. 4, Page 452): "Yesterday by a flag of truce I received a letter from Captain Bellew, copy of which I have the honor to transmit you, with a copy of those I have written to him. Though Colonel Woodford and myself were sensible, it was our duty to withhold from him, as much as in our power lay, those supplies he wished to obtain, yet the moderate conduct he has pursued, and the sentiments of humanity by which he seems to be actuated, induced us to delay an answer till to-day and couch it in terms which cannot but show him that occasion, not inclination, had influence upon our conduct. Captain Bellew's letter was brought us by one of his lieutenants. He expressed for himself and every officer on board the reluctance they should feel if, compelled by necessity, they should be obliged by marauding parties to snatch from the indigent farmer of this Colony those provisions they were so willing to purchase. I thought proper, sir, to give you this information, and through you, Colonel Woodford and myself beg leave to submit it to the consideration of your honorable Board, whether we are to show any indulgence to those people, and if we are, to what bounds we are to extend it. Major Ruffin and about 180 Minutemen arrived last night; it was a seasonable relief to our soldiers almost worn out with duty this very bad weather. I was honored with your letter yesterday and we are made happy to find our proceedings are approved of; the order it conveys and all others which we may receive we shall endeavor to execute with the greatest punctuality."

Another letter from Colonel Howe (American Archives, Vol. 4, Page 474) to the president of the convention under date of the 25th day of December says:

"I am at present, sir, so indispensably engaged that I have not time to be so particular as I could wish had I anything of importance to communicate, but except some shot from the men-of-war, matters remain just as they were when I wrote you last. No effectual steps have been taken in respect to the exchange of prisoners, for which the enclosed copies of letters between Lord Dunmore and myself will, I hope, account in such manner as to leave me in the opinion of your honorable body free from blame."

A letter from Lord Dunmore to Colonel Howe:

SHIP "DUNMORE," DEC. 25th, 1775.

Sir:—

I have this moment received yours of the 24th and in compliance with your request, have empowered the bearer, Mr. Lawrie, to agree to any one of your Lieutenants in our custody, being exchanged in place of Mr. Batut, Lieut. of the 14th Regiment, and to an equal number of your privates in lieu of those of the 14th with you now. I am, Sir,

Your most, ob'dt humble serv't.

DUNMORE.

To ROBERT HOWE, ESQUIRE.

The reply to Lord Dunmore by Colonel Howe:

NORFOLK, DEC. 25th, 1775.

My Lord:—

Desirous as we are to regain our friends in your custody, and to return to the army the officers and men of their corps who have fallen into our hands, we can by no means, submit to place the officers and soldiers of the army, who have been taken in the battle upon a footing with those officers of Militia and the peasants, that you have thought proper to deprive of their liberty. We have since our march from the Great Bridge, taken a number of those who were in action at that place; among them, some who acted under your commissions as field-officers; those I conceive, may be equitably exchanged for those of the same rank in your hands; and reluctant as I am to continue in confinement either your prisoners or ours, I shall consent to no exchange but such as equity shall warrant.

I beg leave to refer you to Mr. Lawrie for particulars. I should be glad to be favored with a list of the prisoners you have in your hands, the rank they bear and the manner in which they were taken.

I am, My Lord, your Lordship's most Ob'dt., humble Serv't,

ROBERT HOWE.

To HIS EXCELLENCY LORD DUNMORE.

Lord Dunmore's reply:

SHIP "DUNMORE," DEC. 26th, 1775.

Sir:—

Yours of last night I received and really am at a loss to know what your meaning is; you certainly, when you proposed an exchange of prisoners, could never have meant to pay your own people so poor a compliment, as not to look upon those whom the Convention thought proper to appoint to hold military commissions in any other light than officers; those you talk of as officers of Militia and Peasants, whom you say I have thought proper to deprive of their liberty, come under that predicament, and were taken armed against their liege Sovereign.

If the rank of officers in each army is not to be our guide, I own I am at a loss to know what rule we are to be governed in exchange of prisoners.

I am Sir, Your humble servant,

DUNMORE.

To ROBERT HOWE ESQUIRE IN. NORFOLK.

Colonel Howe's answer:

NORFOLK, DEC. 27TH, 1775.

My Lord:—

I was not understood by Your Lordship last night and it gives me concern. You do me justice, however, when you suppose I could not mean, even by implication, to degrade any commissions issued by Convention, whose authority I acknowledge, whose appointment I honor and to whose service I have devoted myself.

I am, I find, to inform your Lordship of what I really thought you before acquainted; that Conventions, from the fatal necessities of the times, have been compelled to establish three different military bodies: Militia, Minute Battalions, and Regular Regiments; and that they have made a distinction in the rank of each. What I said, therefore, in respect to militia officers, was not without its propriety, had my meaning extended no further than as to their rank. You, My Lord, sometimes effect so much to despise any rank derived from Conventions, that courtesy itself cannot induce you, even in the common forms of address, to admit those appellations which they have fixed to particular characters. Circumstances, however, at other times have so far an influence upon Your Lordship as to prevail upon you not only to admit that rank, but to endeavor to carry it higher than even the Conventions intended.

A Colonel in the Minute Service ranks only with a Lieutenant Colonel of the Regulars; a Colonel of Militia, only with a Lieutenant Colonel of Minute-Men. This must make it plain, that a Militia Lieutenant, though your Lordship had taken him in battle, cannot be deemed an equitable exchange for a Lieutenant of Regulars, much less, My Lord, if a man should have been torn from his farm and arbitrarily deprived of his liberty, because a Convention had nominated him an officer, without his having done any one act that could warrant his seizure, and continue his confinement longer than despotism prevails over rights and privileges. In this case, I might indeed compassionate his fate, but should betray the confidence reposed in me by my country, should I attempt to release him by a prisoner of equal rank taken in battle, who it would be my duty to consider as a pledge in my hands, for the redemption of some brave man, that by the chance of war may happen to be captured.

The Convention in order to establish a Militia, have appointed Captains in particular districts to train and exercise, in arms, all persons from 16 to 60 years of age, without instructing or directing them to act against Government; these may meet and go through the manual exercise, and then return home without the least guilt. Six months after, should some or all of these people be taken from their ploughs, made prisoners and offered in exchange for those that are prisoners of war, could an officer be justified, who admitted of such an exchange? or would you, My Lord, should we seize upon the person of the peasants, who come into this town every day and who attend to your Proclamation and subscribed your Test, admit of them in

exchange for our officers and men, who you assert were taken in arms.'

Information had given me to think, and till your last letter, I had no reason to doubt, that some of those officers and men you offered us, were such as I have described; and it was to that I alluded when I said that I could not put those prisoners taken in battle, upon a footing with the Militia officers and peasants, whom you, My Lord, had thought proper to deprive of their liberty. I was explicit, I thought, when I told Your Lordship, that I looked upon those officers, who under your appointment, fought at the Great Bridge, though taken since the action, as prisoners who would be equitably offered in exchange for those of ours of the same rank taken by you; and when I desired an exact list of the men in your custody, the rank they bore and the manner in which they were taken, I imagined it would be granted me; I wish now to obtain such a list, My Lord; and if I do, you will find that I shall not degrade those commissions issued by Convention, the rank of which you seem so desirous I should maintain; but join you heartily, if you choose it, in one measure at least, that of returning to their friends such prisoners we have of yours, and restoring to the bosom of their country those that you have torn from it.

I have not had in my power, till within the last hour, to answer your favor of last night; the delay you will please excuse.

I am, My Lord, Your Lordship's,
Most ob'd't humble serv't,
ROBERT HOWE.

To His Excellency Lord Dunmore.

It appears that the pickets of the Colonial army at Norfolk were offensive to the eyes of the British naval officers on the ships in the harbor, and the commander of the "Liverpool" wrote to Colonel Howe to have them withdrawn from their sight.

SHIP "LIVERPOOL," OFF NORFOLK.
DECEMBER 30TH, 1775.

As I hold it incompatible with the honor of my commission to suffer men in arms against their Sovereign and the Laws, to appear before His Majesty's ships, I desire you will cause your sentinels in the town of Norfolk to avoid being seen, that women and children may not feel the effects of their audacity, and it would not be imprudent if both were to leave the town.

I am, Sir, your most humble servant,
HENRY BELLEW.

To ROBERT HOWE, ESQ.

This letter had Colonel Howe's prompt reply:

NORFOLK, DECEMBER 30TH, 1775.

I am too much of an officer to wish you to do anything incompatible with the honor of your commission or to recede myself from any point which I conceive to be my duty. Under the influence of [illegible] things consequences may ensue which either, perhaps, would choose to avoid. Our sentinels have received orders not to fire at your boats, or any other, unless approaching the shore in a hostile manner. If they exceed this order, we would punish them ourselves; or if you do it, we shall thank you for it. If, however, your resentment extends farther than merely to them, I should wish the inhabitants of the town, who have nothing to do in this matter, may have time to remove with their effects. And, as to the rest, I should be unworthy of the respect of a man of your character, if I consulted anything but my duty.

I am, Sir, your most ob'd't humble servant,
ROBERT HOWE.

To HENRY BELLEW, ESQ.

The proceedings of the Virginia Convention (American Archives, Vol. 4, Page 103) on Tuesday, January 2, 1776, show that "The president laid before the convention a letter from Colonel Howe and also a letter from Colonel Woodford informing the convention they had received petitions from several of the persons who had joined Lord Dunmore and were on board the vessels in the harbour at Norfolk, desiring that they might have leave to return, as their wives and children were greatly distressed. That they had given for answer, the women and children were at liberty to come on shore, and should receive assistance and protection, but not to be at liberty to return or give intelligence to our enemies; that the men should have no other violence offered them than to remain prisoners till they could be fairly and impartially tried by their Country for taking up arms against it. Which being read,

"Resolved, that this Convention will immediately resolve itself into a Committee on the said letters.

"The Convention accordingly resolved itself into the said Committee, and after some time spent therein Mr. President resumed the chair and Mr. Mercer reported that the Committee had, according to order, had under their consideration the letter from Colonel Howe and Colonel Woodford and had come to the following resolution thereupon, which he read in his place and afterward delivered it at the Clerk's table, where the same was again twice read and agreed to by the Convention.

"Resolved, that the Convention do highly approve of the offer made by Col. Howe and his officers to the distressed women and children now on board the vessels in the harbour at Norfolk, and the terms offered to those who have taken up arms against this Country; and that Col. Howe be requested to repeat the same in the name of the Delegates and Representatives of this Colony."

On the 30th day of December, 1775, the British force in Hampton Roads and the harbor of Norfolk and Portsmouth was composed of the following vessels:

Ship "Liverpool," 28 guns, Henry Bellew, Commander.
Sloop "Otter," 16 guns, Mathew Squire, Commander.
Sloop "Kingfisher," 18 guns, James Montague, Commander.
Sloop ——, 8 guns, Robert Stewart, Commander.
Ship "Eilbeck," ——, Lord Dunmore, Commander.
And six or seven small tenders.

Royalist families took refuge on the ships, where, from the scarcity of provisions, great distress prevailed. Marketing in the town and vicinity was by no means pleasant, and the Christmas holidays of 1775 were passed in involuntary fasting, especially by the lately too impudent loyalists.

Colonel Woodford had issued a peaceful proclamation to the inhabitants of Princess Anne and Norfolk counties, and consequently many resorted to his camp; but the Tories taken in arms were each coupled with handcuffs to one of his negro fellow-soldiers as a stigma for traitorous conduct.

The vigilance of the colonial troops kept the enemy confined to their ships, preventing foraging in the country, and consequently British commissary supplies were naturally cut off. Lord Dunmore sent a flag of truce to ask for a supply of food, but being answered in the negative, he resolved to bombard, and, if need be, to destroy the town. Accordingly, notice was given on the 31st of December, of the intended attack in order that the women and children might be removed to places of safety, and on Monday, January 1, 1776, the bombardment began.

At this time Norfolk was "the most flourishing and richest town in the Colony." The natural advantages which invite and promote navigation and commerce had been actively seconded by the industry and enterprise of its citizens. Its population had reached 6,000, and "many of the inhabitants were in affluent circumstances."

The "Liverpool" opened fire, and soon not less than 60 guns were hurling their iron hail into the devoted town. The ball now seen in the wall of St. Paul's Church is said to have been thrown by the "Liverpool" lying off the foot of Church street.

Parties of marines and sailors were sent from the ships to fire the warehouses on the wharves, and as the wind was from the south the greater part of the town was soon in flames, which rapidly spread among the wood-built houses. The conflagration lasted 50 hours, destroying property valued at $1,500,000. Notwithstanding the incessant cannonade, not a single patriot soldier was killed, though three or four women and children were slain in the streets.

Still the Virginia forces held the town, or the site of the late town, for several weeks, when the remaining buildings were appraised by Colonel Stevens, and, after the removal of their occupants, were destroyed, lest they afford shelter for the enemy. It is said that St. Paul's church was the only edifice left standing in the town, but a few days before the most flourishing in Virginia, but which was for a season abandoned to utter desolation. Even the communion plate of St. Paul's was carried off to the old cemetery. The question is often asked: Who burned Norfolk, Lord Dunmore or Colonel Howe or an irresponsible mob? It seems that after Dunmore had destroyed part, if not four-fifths of the town, the destruction was completed by order of the Virginia Convention, of which Edmund Pendleton was president, and according to "Campbell's History of Virginia" it was opposed among the civil and military authority by only one man, Gen. Andrew Lewis. Thus the



Old Marine Hospital Building,

(now Ryland Institute, Berkley, Va.)

Virginians completed what their enemies began.

Accounts of the extent of the destruction of Norfolk by the attack of Dunmore on January 1, 1776, vary very much. One historian says:

"Though it does not seem to be generally known, the whole question of the destruction of Norfolk was investigated in the year 1777 by commissioners appointed by the General Assembly. Their report was made October 10, 1777, and I suppose is still on file in the Auditor's department. At any rate, it was a matter of discussion in the House of Delegates in 1835-36, and was published with the proceedings of that year. This report is accompanied by a schedule of all the property destroyed—time when, by whom, and value—and also by the depositions establishing the facts. It establishes that, out of 1,333 houses burned, only 54 were destroyed by Lord Dunmore, and that on January 1, when the historians state that he burned the whole town, he burned only 19 houses—32 having been burned by him November 30, 1775, and three January 21, 1776. It establishes that 863 houses were burned by the troops of the State before January 15, 1776, and that 416 houses were destroyed by order of the Convention in February. It goes on to say:

" 'Upon an inspection of the schedule and the depositions which have been taken, it will appear that very few of the houses were destroyed by the enemy, either from their cannonade or by the parties they landed on the wharves; indeed, the efforts of these latter were so feeble that we are induced to believe that most of the houses which they did set fire to might have been saved had a disposition of that kind prevailed among the soldiery, but they appear to have had no such intention; on the contrary, they wantonly set fire to the greater part of the houses within the town, where the enemy never attempted to approach, and where it would have been impossible for them to have penetrated.' "

Colonel Howe, in a letter to the Virginia Convention, dated at Norfolk, January 2, 1776 (American Archives, Vol. 4, Page 538), reports that:

"The cannonade of the town began about a quarter after three yesterday, from upwards of 100 pieces of cannon, and continued till nearly ten at night without intermission: it abated a little and continued until two this morning. Under cover of their guns they landed and set fire to the town in several places near the water, though our men strove to prevent them all in their power; but the houses near the water being chiefly of wood, they took fire immediately and the fire spread with amazing rapidity. It has now become general and the whole town will, I doubt not, be consumed in a day or two. Expecting that the fire would throw us into confusion, they frequently landed and were every time repulsed, I imagine with loss, but with what loss I cannot tell; the burning of the town has made several avenues which yesterday they had not, so that they may now fire with greater effect; the tide is now rising and we expect at high water another cannonade. I have only to wish it may be ineffectual as the last, for we have not one man killed and but few wounded. I cannot enter into the melancholy consideration of the women and children running through a crowd of shot to get out of the town, some of them with children at their breasts; a few have, I hear, been killed; does it not call for vengeance both from God and man?

"It is but justice to inform you that I had the pleasure to find every officer ready to execute orders at a moment's warning and that the men behaved with steadiness and spirit. Colonel Stevens went down, at my command, and headed some men near the water, where he engaged a party who had landed, with a spirit and conduct of a good officer.

"Of my friend Colonel Woodford it is almost needless to speak, but I cannot avoid expressing that I received from him every assistance which conduct and spirit could give me."

And on January 4, 1776, at three o'clock

P. M. he further reported to the Convention:

"About a quarter past three on Monday afternoon the whole fleet began a heavy cannonade, which lasted some hours, without intermission, and, indeed, continued off and on till last night, since which time we have been tolerably quiet. Under the fire of their ships they landed in many places and set fire to the houses on the wharves. In these attempts many of them we are certain were killed and never failed being repulsed by our people. We had not a man killed, and only five or six wounded, one supposed mortally, and two or three women and children are said to have been killed. Providence certainly interfered in our favor or more lives must have been lost. They once landed and got into the streets with field-pieces, but were beaten back with loss and no execution done by their fire. Nine-tenths of the town is destroyed, but the fire is now out."

The midshipman on the "Otter," in the letter heretofore mentioned, wrote January 9:

"The detested town of Norfolk is no more! Its destruction happened on New Year's day! About four o'clock in the afternoon the signal was given from the 'Liverpool,' when a dreadful cannonading began from the three ships, which lasted until it was too hot for the Rebels to stand on their wharves. Our boats now landed and set fire to the town in several places. It burnt fiercely all night and the next day, nor are the flames yet extinguished; but no more of Norfolk remains than about twelve houses which have escaped the flames."

After the destruction of Norfolk there was some skirmishing, in which the British suffered most severely. On the 6th day of February, 1776, Col. Robert Howe retired from Norfolk with his command and stationed his forces at Kempsville, Great Bridge and Suffolk. The residents of Norfolk were under these most distressing circumstances forced to leave the site of their homes to seek shelter from the rigors of winter. The good people of Suffolk received these distressed refugees with open doors and unbounded hospitality until every building in the town was crowded.

Although Lord Dunmore was left free to occupy Norfolk in ashes, the vigilance and energy of the American troops prevented him from obtaining supplies from the country at large, and at last, forced by hunger and disease, he ordered the quarters of his soldiers on shore to be burned, re-embarked his troops, and on June 1 sailed from Hampton Roads for Guynn's Island in Mathews county. The aid of the North Carolina troops, under Col. Robert Howe, was highly appreciated by the patriots of Virginia, and the self-sacrificing devotion of these soldiers elicited unstinted praise (American Archives, Vol. 4, Page 1161):

"Wednesday, January 10, 1776. The President laid before the Convention a letter from the Council of Safety for the Province of North Carolina informing the Convention that they had sent orders to Colonel Howe, Commander of the troops at Norfolk, to remain in the Colony with the North Carolina troops as long as the public service might require, or until it should be absolutely necessary to recall him for the defense of their Province, and had directed him to receive all of his orders respecting his operations whilst in the Colony from the Convention or Committee of Safety.

"Ordered, that the President be desired to write to the Council of Safety of North Carolina, acknowledging receipt of their very polite letter and thanking them for the assistance offered this Colony against the enemies of America."

So not only the troops themselves were ardent in their help to our colony, but the constituted government of the province evinced the highest friendship toward us and most faithful patriotism to the cause of liberty. The Duke of Richmond, speaking in the House of Lords on March 5, 1776, "Observed that the war, if carried on, would not only be a war of heavy expense and long continuance, but would be attended with circumstances of cruelty, civil rage and devastation hitherto un-

precedented in the annals of mankind. We were not only to rob the *Americans* of their property, and make them slaves to fight our battles, but we made war on them in a manner which would shock the most barbarous nations by firing their towns and turning out the wretched inhabitants to perish in the cold, of want and nakedness. Even still more, this barbaric rage was not only directed against our enemies but our warmest and most zealous friends. This we instanced at Norfolk, Virginia, as Administration had so frequently called it, which was reduced to ashes by the wanton act of one of our naval commanders. Such an act was no less inconsistent with every sentiment of humanity than contrary to every rule of good policy. It would turn the whole continent, as well friends as foes, into the most implacable and inveterate enemies. It would incense our friends and render our enemies at once fierce, desperate and unrelenting. It disgraced our arms; it would render us despised and abhorred and remain an indelible blot on the dignity and honor of the English nation."

Drake's Biography says "Rob" Howe, Major-General Revolutionary Army, who was born in England and died in 1787 at the residence of General Clark near Wilmington, North Carolina, was an early patriot in our cause. He, with Cornelius Harnett, of North Carolina, were specially, and the only ones, excepted from pardon by General Clinton. Cornelius Harnett was grand master of No. 1 Lodge of Masons in Norfolk, 1773. General William Woodford, born in Caroline county, Virginia, in 1735, and died in New York City in 1780; upon the assembling of the Virginia troops in Williamsburg, Virginia, in 1775, he was made colonel of the Second Regiment, and was made prisoner at the siege of Charleston, South Carolina.

After the departure of Lord Dunmore's fleet in May, 1776, there was no other invasion of Norfolk county until three years afterward. The State Government of Virginia had erected a fortification on the point now occupied by the United States Naval Hospital to defend Portsmouth, Gosport Navy Yard and the borough of Norfolk. It was named for one of the most popular and patriotic Virginians of that day—Thomas Nelson—a statesman who signed the Declaration of Independence, a soldier who trained his own artillery upon his own house at glorious Yorktown, which sealed that declaration an everlasting reality. The fortification was garrisoned by 150 soldiers under command of Maj. Thomas Mathews.

On the 9th of May, 1779, the British fleet from New York, commanded by Sir George Collier, anchored in Hampton Roads. On the 11th of May a large force was landed about three miles from here at the Glebe farm, now Port Norfolk, and proceeded to march to Portsmouth. By a singular coincidence this force was commanded by General Mathews, of the British army. Major Mathews, the commandant of Fort Nelson, finding himself outflanked by a superior force, wisely abandoned the fort and retreated to the Dismal Swamp.

The British promptly occupied Gosport, Norfolk and Suffolk. They burned Suffolk, destroyed upward of 100 vessels at Norfolk and Gosport and all the military and naval stores which they could not take away on the fleet. They remained but a short time after their work of destruction and plunder, and then re-embarked for New York.

In October, 1780, Brigadier-General Leslie landed at Portmouth with 3,000 troops, captured and destroyed a number of vessels and many stores, but soon sailed for Charleston to join the forces of Cornwallis' then operating in the South.

In 1781 Benedict Arnold made his headquarters in Portsmouth, and finally Cornwallis ordered its evacuation to concentrate all of his forces at Yorktown, where his capitulation took place on the 19th day of October, 1781.

REVOLUTIONARY SOLDIERS.

While the number of regiments and the names of officers, soldiers and sailors of Vir-

ginia in the Revolutionary War have been preserved in the archives of the State, there is no mention on the rolls of the county from which the soldiers enlisted, and consequently it is impossible to obtain the number and only a few of the names of the soldiers from Norfolk county, but I am convinced from the court records, which refer to many different companies in which particular soldiers had enlisted, that it furnished its full quota.

At a county court held on the 21st of April, 1818, "William Hoffler, a resident of the County of Norfolk, Virginia, this day made declaration on oath that he served in the Revolutionary War against the common enemy first as a Captain and afterward as a Major in the Continental line from the year 1778 to the siege of Little York, in 1781, when he was discharged, there being no further occasion for his services in the First Virginia State Regiment, commanded by Col. George Gibson in General Muhlenberg's Brigade, and it moreover appears by the testimony of Col. Stephen Wright that the declaration aforesaid is true, and the Court being satisfied of the truth of the facts therein stated, it is ordered that the same be certified."

SOME SOLDIERS AND SAILORS OF THE REVOLUTION

A.

Armstrong, John—Lieutenant in militia, qualified July 21, 1785.
Armstrong, James—Private in Capt. Thomas Bressie's company.
Airs, John—Private.
Auspach, Philip—Private.
Applewhaite, Dr John—Surgeon in Virgina State Navy.

B.

Butler, John—Private in Continental line.
Baynes, John—Captain in militia, qualified 1785.
Bressie, Thomas—Major in militia, resigned 1785.
Boush, Robert—Captain in militia, qualified 1785.
Butt, Josiah—Captain in militia, qualified 1785.
Bartee, Andre—Ensign in militia, qualified 1785.
Boushell, William, Jr.—Ensign in militia, qualified 1785.
Powers, John First lieutenant in militia, qualified July 15, 1785.
Boush, Charles S.—Ensign in militia, qualified May 21, 1784.
Boushell, William—Captain in militia, qualified 1784.
Boushell, John—Second lieutenant in militia, appointed April 16, 1784.
Butt, John—Captain in militia, appointed April 16, 1784.
Bartee, Willis—First lieutenant in militia, appointed April 16, 1784.
Boutton, Ben.—First lieutenant in militia, appointed April 16, 1784.
Ballentine, John—Second lieutenant in militia, appointed April 16, 1784.
Balance, Samuel—Ensign in militia, appointed April 16, 1784.
Booker, William—Captain in militia.
Brown, Anthony—Private in militia, 20th Virginia Regiment.
Brazier, Henry—Private Captain Morgan's company of riflemen.
Bressie, William—Captain in militia, qualified October 16, 1777.
Butt, Nathaniel—Ensign in militia.
Burgess, George W.—Captain in militia.
Boushell, Joseph—Ensign in militia.
Bartee, Lemuel—Ensign in militia.
Brown, William—Private in militia.
Bloxom, Scarborough—Midshipman in the row galley "Accomac."
Bowers, David—Private in Captain Thompson's militia company in U. S. service.
Block, Mathew—Private in Captain Thomas Bressie's company.
Bright, John—Private in Captain Samuel Carr's company.
Butler, Thomas—Sailing master and pilot in Virginia State Navy.
Browne, Thomas—Captain, died in 1778.
Branham, John—Private.
Boush, Goodrich—Captain in Virginia State Navy at organization; commanded armed vessel; died in the service.
Barron, James—In Virginia State Navy, afterwards commodore U. S. Navy; born September 15, 1768, died April 21 1851; buried in Trinity churchyard, Portsmouth; killed Decatur in a duel.
Buchanan, John—Lieutenant in Continental line, killed in campaign of 1777.
Brickell, John—Captain.

C.

Conner, Charles Major in militia, qualified July 21, 1785
Corfew, John, Jr.—Captain in militia, qualified July 21, 1785
Carter, James—Private in Captain Davis' company, 1st Virginia Regiment, from 1776 to end of war.
Creekmur, William—Private in Captain Hoffler's company, 1st Virginia Regiment.
Cherry, Theophilus—Second lieutenant in militia.
Culpepper, Willoughby—Private in Captain Yates' battery, U. S. Art.
Cherry, Ben.—Private in Captain Smith's company, 38th Virginia Regt.

Conner, Asa—Private in Captain Thomas Bressie's company.
Campbell, James—Private in Captain Samuel Carr's company.
Cunningham, James—Lieutenant in Virginia State Navy.
Carter, Joseph—Private in Captain Davis' company, 1st Virginia Regt.
Calvert, Christopher—Captain in Virginia State Navy.
Cox, John—Private.

D.

DeKlamar, Charles—Major in Virginia State line, died 1795.
Duffie, James—Private in Captain William Grimes' company, 15th Virginia Regt.
Darly, Zadock—Private in Captain Thomas Bressie's company.
Dozier, Willoughby—Private in Captain Lee's company, U. S. Inf.
Dunford, William—Sailing master in Virginia State Navy.
Downes, James—Boatswain in U. S. Navy.

E.

Eastwood, Willis—Ensign in militia, appointed April 16, 1784.
English, Charles—Private in Captain Thomas Bressie's company, 2d Virginia Regt.

F.

Fergee, John—Second lieutenant in militia.
Foreman, Ivy—Second lieutenant in militia.
Flemming, Henry—Private.
Flora, William—Private in Captain William Grimes' company, 15th Virginia Regt.

G.

Grimes, Joshua—Captain in militia, qualified July 21, 1785.
Godfrey, William—Lieutenant in militia, qualified July 21, 1785.
Gaskins, James—Captain in militia, qualified May 21, 1784.
Grimes, William—Second lieutenant in militia, qualified July 15, 1784.
Godfrey, Nathaniel—Second and first lieutenant in militia.
Grimes, Josiah—Second lieutenant in militia.
Godchild, William—Ensign in militia.
Grimes, Thomas—Private in Captain Goodall's battery, U. S. Art.
Grizzel, David—Private in Captain Thomas Bressie's company.
Goffigan, Laban—Lieutenant in Virginia State Navy.
Grimes, William—Corporal.

H.

Hebden, Jesse—Private in Captain Ragsdale's company.
Herbert, Arthur—Ensign in militia, qualified July 21, 1785.
Happer, William—Ensign in militia, qualified July 21, 1785.
Hodges, John—Captain in militia, qualified July 21, 1785.
Hall, George Thomas—Captain in militia, qualified May 21, 1784.
Hatton, Samuel—Second lieutenant in militia, appointed April 16, 1784.
Hodges, Nathaniel—Private Captain W. T. Cock's company, 35th Virginia Regt.
Hanbery, Job—Ensign in militia.
Hodges, Mason—Second lieutenant in militia.
Hodges, Joseph—Ensign in militia.
Hall, William—Captain 1778, in room of Josiah Wilson, dead.
Hodges, James—First lieutenant in militia.
Hoffler, James—Private in Captain Yates' battery, U. S. Art.
Hodges, Randolph—Private in Captain Thomas Bressie's company.
Hawkins, Benj.—Private in Captain Samuel Carr's company.
Healy, Samuel—Lieutenant in Virginia State Navy.
Howe, Bannister—Virginia State Navy.
Hudson, John—Captain in Virginia State Navy.
Hughlet, William—Midshipman in Virginia State Navy.
Holland, Kitchen—Private.

I.

Ives, James—Ensign in militia, appointed April 16, 1784.
Ingram, William—Captain in militia, appointed April 16, 1784.

J.

Jones, Richard—Private in militia, killed in service.
Joliff, Richard—Second lieutenant in militia.
Joliff, Joshua—Captain, in room of Willis Hoffler, dead.
Joliff, Jeremiah—Second lieutenant in militia.
Jones, Michael—Lieutenant in Virginia State Navy.
Jackson, John—Private.
Johnson, Dr. William—Surgeon in Virginia State Navy.

K.

Kay, John—Lieutenant in Virginia State Navy; transferred from the army.
Kennedy, Robert—Private in Captain Thomas Bressie's company.
Kennedy, Robert, Jr.—Private in Captain Thomas Bressie's company.
King, William—Captain in militia, qualified July 15, 1784.
Keeling, Thorogood—First lieutenant in militia, qualified May 21, 1784.
Kerr, Robert—Sergeant in 2d company, Charles Harrison's artillery.
King, John—Private in 38th Virginia Regt.
Keal, Robert—Private in Captain Morgan's company of riflemen.
Kendal, Carter—Sailor.

Kelly, William—Private in Captain Samuel Carr's company.

L.

Linton, Bernard—Private in 2d Virginia Regt.
Lewelling, John—Ensign in militia, qualified July 21, 1785.
Luke, Paul—Ensign in militia, appointed April 16, 1784.
Langley, Richard—First lieutenant in militia, appointed April 16, 1784.
Lillo, John—First lieutenant in militia.
Lee, Sherwood—Ensign in militia.
Lester, Thomas—Private in State artillery service, certified by Capt.-Lt. William Porter.
Lynton, Barnit—Private in Captain Thomas Bressie's company.
Love, Edmond—Private in Captain Thomas Bressie's company.
Lockhart, John—Private.
Latimer, Moseley—Private.

M.

Mathews, Thomas—County lieutenant of militia, qualified in 1785.
Moody, Isaiah—First lieutenant in militia, qualified in 1784.
Murden, Jeremiah—Captain in militia, appointed April 16, 1784.
Murden, William—Second lieutenant in militia, appointed April 16, 1784.
Murden, Maximilian—Ensign in militia, appointed April 16, 1784.
Maund, Matt.—Captain in militia.
Mathews, James—Second lieutenant in militia, appointed April 16, 1784.
Morley, Maximilian—First lieutenant in militia, appointed April 16, 1784.
Manning, Thomas—Private in Captain Bradley's company.
Miller, Mathew—Captain in militia.
Maund, Malachi—Captain in militia.
Maund, March—Ensign in militia.
Mekins, Stephen—Private in Captain Yates' battery, U. S. Art.
Mott, John—Private in Captain Thomas Bressie's company.
McDaniel, Silvanus—Private in Captain Thomas Bressie's company.
McCoy, Meshech—Private in Captain Thomas Bressie's company.
Morris, Christopher—Pilot in Virginia State Navy.
Martin, Dr. Joseph—Surgeon in Virginia State Navy.
Martin, Dr. Hugh—Surgeon in Virginia State Navy.
McClanning, John—Private.
Moore, Peter—Private.

N.

Nash, Thomas, Jr.—Captain in militia, qualified July 21, 1785.
Nicholson, William—Captain in militia, appointed April 16, 1784.
Nicholson, Robert—Private.
Nicholson, Rev. Jesse—Chaplain.

O.

Osborn, James—Private in Captain Yates' battery, U. S. Art.
Oldham, Joshua—Sailing master in Virginia State Navy. died in 1818.

P.

Powell, Richard—Lieutenant in militia, qualified July 21, 1785.
Powers, William—Private in Captain Thomas Bressie's company 2d Virginia Regt.
Point, Griffin—Major in militia, qualified November 21, 1777.
Portlock, William—Ensign in Captain John Nash's company.
Portlock, John—First lieutenant in militia.
Portlock, Archibald—Second lieutenant in militia.
Powers, John—First lieutenant in militia.
Powers, Caleb—Private in Captain Samuel Carr's company.
Powers, William—Private in Captain Samuel Carr's company.
Parslev, Joel—Private in Captain Samuel Carr's company.
Porter, William—Captain in 12th Virginia Regt.
Pell, Dr. Joseph S.—Surgeon in Virginia State Navy.
Parsens, William—Captain in Continental line.

R.

Randall, William—Lieutenant in militia, qualified July 21, 1785.
Randolph, William—First lieutenant in militia, appointed April 16, 1784.
Ramsey, Henry—Private in Captain Yates' battery, U. S. Art.
Ramsey, Bennett—Private in Captain Yates' battery, U. S. Art.
Ray, Dr. Andrew—Surgeon.
Rhodes, Benjamin—Private in Captain Thomas Bressie's company.
Rhodes, William—Private in Captain Thomas Bressie's company.
Rodgers, John—Captain, died in 1816.

S.

Shipwash, William—Private in militia, killed in service, age 45.
Smith, Samuel—Lieutenant in militia, qualified July 21, 1785.
Sikes, Jesse—Captain in militia, appointed April 16, 1784.
Satchwell, Emanuel—Second lieutenant in militia, appointed April 16, 1784.
Soloman, John—Private in Captain William Grimes' company, 15th Virginia Regt.
Scott, Tennant—Ensign in militia.
Simmons, James—Private in Captain John Gregory's company.

Simmons, Willis—Private in Captain John Gregory's company.
Sawyer, Meshech—Private in Captain Thomas Bressie's company.
Smith Underwood—Private in Captain Thomas Bressie's company.
Suggs, Thomas—Private in Captain Samuel Carr's company.
Stewart, Charles—Second lieutenant in 15th Virginia Regt.
Saubat, John Baptiste—Captain.
Snaile, Thomas—Lieutenant in Virginia State Navy.
Stewart, Maxy—Private in 1st Regiment, Continental line.
Starke, William—Private in 1st Regiment, Continental line.

T.

Tart, James—Second lieutenant in militia, qualified July 15, 1784.
Talbot, Solomon B.—Second lieutenant in militia, appointed April 16, 1784.
Thomas, Amos—Private in Captain MacGill's company in state garrison regiment.
Truss, Josiah—Second lieutenant in militia, qualified November 21, 1777.
Talbot, Kader—First lieutenant and captain, in room of Captain James Nicholson, deceased.
Tabb, John—Ensign in militia.
Thompson, Henry—Ensign in militia.
Tripp,——. —Private in Captain Thomas Mathew's company.
Taylor, Peter—
Townsend, Job—Private in Captain Samuel Carr's company.
Turner, John—Private in Captain Samuel Carr's company.
Taylor, Thomas B.—Private in Virginia State line.
Tankard, Dr. John—Surgeon.
Thomas, Charles—Captain.
Taylor, Peter—Private.
Thomas, John—Captain in Virginia State Navy.
Tumlin, James—Private.

V.

Veale, Samuel—Captain in militia, appointed April 16 1784.
Veale, Dennis—Captain in militia, in room of Captain John Brickell.
Veale, Dempsey—Captain in militia.

W.

Williamson, Roger—Private in Captain Samuel Carr's company.
Wyatt, Spivy—Ensign in militia, qualified July 21, 1785.
Wilson, William, son of John—Captain in militia, qualified July 21, 1785.
Wilson, William—First lieutenant in militia, appointed April 16, 1784.
Woodward, Francis—Private in Captain William Hoffler's company, 1st Virginia Regt.
Watts, William—Private in Captain Thomas Bressie's company, 2d Virginia Regt.
Woodward, John—Private in Captain George Vashan's company, died in service.
Wormington, Abner—Private in Captain W. T. Cock's company, 35th Virginia Regt.
Wilson, Lemuel—Captain in militia, qualified November 21, 1777
Willoughby, John—Captain in militia.
Williams, Samuel—Ensign in militia.
Willoughby, John—Private in Captain Samuel Archer's company of artillery.
Wright, Patrick—Captain.
Willey, John—Private in Captain Thomas Bressie's company.
Wilcocks, John—Private in Captain Thomas Bressie's company.
Wilson, John—Colonel and commander of the county militia.
Wilson, Samuel—Sailing master in Virginia State Navy, died in 1806.
Walker, Thomas—Captain.
Woneycutt, Edward—Captain.
Wakefield, William—Private.
Wood, William—Pilot in Virginia State Navy.
Wood, Allen—Pilot in Virginia State Navy.
White, Archibald—Private in Captains Kelsie and Sharp's companies.
Wilson, Willis—Colonel 4th Regiment Artillery, and lieutenant of the county in 1787; died September 11, 1798; buried in Trinity churchyard, Portsmouth.
Wright, D.—Private in Continental line.

On January 1, 1776, Lord Dunmore bombarded Norfolk and set fire to the town. Thomas Talbot was one of the sufferers. The following is a copy of an old paper, detailing an estimate of the items of loss, showing a total of £3,308 (about $10,000). The State of Virginia a little later on compensated his estate for this loss out of its treasury. The houses burned were situated in the business district of Norfolk, lying near the present Confederate monument, and the descriptions given below indicate the character and size of the structures then there:

One Brick store house two story high 38 by 20 three rooms below and three above stairs: Rooms all completely finished. The store and cellar windows were of Iron Barrs.....£ 350
One Brick two story house 32 by 19 two rooms and a passage below stairs; six 18-light windows in the lower Rooms and four 12-light closset windows; eight 12-light windows in the second floor and two rooms and a passage as also in the garret. A Kitchen of two rooms under the house..... 420
One store house 45 by 20 with a cellar..... 45

One wooden dwelling house 37½ by 25. Three rooms below stairs and two above. One room adjoining same Tennament 16 by 15	210
One Brick two story house 61 by 25. a store room at one end, two rooms and a passage below stairs besides the store room, 3 rooms and a passage above stairs, a cellar with three rooms under the house; a Kitchen for said house of brick 20 by 16	550
One brick house for two Tennants 40 by 17. two rooms below and two above stairs; This house stands next the house where Mr. Dunn formerly lived	110
One brick 2 story house 50 by 30 for two Tennants 3 rooms below and 3 above stairs at each end compleat with Kitchen, Cow-house, smoke-house, little House, &c for each	769
One other Brick two story 50 by 30 in the same manner compleated in every respect as the house last described with Kitchen, &c, &c	770
A small garden to each of the Tennaments	30
Stable about 18 by 14 feet	20
A necessary house to each dwelling	24
One stable and shed	10
	£3,308

BRITISH PROPERTY CONFISCATED

By the State of Virginia and sold by order of the convention in the borough of Norfolk on the 8th of August, 1780:

British Owners.	Purchasers.		
John Greenwood, 1 lot land	Martin Murphy	£	50.000
John Greenwood, ½ lot land			
John Greenwood, ½ lot land	Willis Wilson		1,500
Andrew Stevenson, ½ lot land	Tully Robinson		1,150
Thomas McKnight, 1 lot land	Chris. McConnico		300
William Farrar, 1 lot land	Richard Nester		8,300
William Farrar, 5 lots land	Robert Barron		4,600
Benjamin Knight, 2 lots land	Chris. McConnico		8,500
Andrew Sprowle	Robert Barron		6,100
Andrew Sprowle, 450 acres	James Marsden		70,000
Andrew Sprowle, in Portsmouth, 1 lot No. 11	William Skinner		40,300
Andrew Sprowle, in Portsmouth, 1 lot No. 12	John Waddon		15,500
Andrew Sprowle, in Portsmouth, ½ lot No. 29	John Morris		2,100
Andrew Sprowle, in Portsmouth, 1 lot No. 24	Thos. Pearse		7,000
Andrew Sprowle, in Portsmouth, 1 lot No. 74	Ed. Woneycott		3,009
Andrew Sprowle, in Portsmouth, 1 lot No. 107	Hugh Brown		800
Andrew Sprowle, in Portsmouth, 1 lot No. 198	Richard Barr		1,110
Andrew Sprowle, in Portsmouth, 175 acres	James Maxwell		91,000
Robert Gilmour, 1 lot	Martin Murphy		1,200
Robert Gilmour, 1 lot	James Marsden		4,000
Willoughby Morgan, 1 lot	Philip Ritter		500
James Campbell & Co., 7 acres	William Plume		15,100
James Campbell & Co., at Deep Creek, 150 acres	Sol. Shepherd		537
Neil Jamieson, 1 lot land	James Marsden		34,100
Neil Jamieson, 93 acres	Fernetia Jamieson		3,000
Talbot Thompson, 1 lot	Joel Mohun		6,000
Thomas Applewhite, 1 lot	Richard Nester		30,000
James Dunn, 1 lot	Robert Barron		2,200
James Dawson, ½ lot	John Ross		4,100
James Dawson, ½ lot	Thomas Calvert		3,550
James Dawson, ½ lot	John Tabb		3,100
Jonathan Eilbeck, 1 lot	James Maxwell		3,800
Jonathan Eilbeck, 1 Negro, Sam	John Kearnes		7,650
Jonathan Eilbeck, 1 Negro, Newport	John Kearnes		2,000
Jonathan Eilbeck, 1 Negro, Toby	John Kearnes		5,700
Jonathan Eilbeck, 1 Negro, Bob	John Kearnes		1,800
Jonathan Eilbeck, 1 Negro, James	John Tabb		800
Jonathan Eilbeck, 1 Negro, Tamer	John Tabb		3,800
Jonathan Eilbeck, 1 Negro, Perry	Soln. Talbot		3,000
Josiah Hodges, in Portsmouth, 1 lot land	Robert Elliott		950
Thomas Farrar, 3 lots land	Nath. Boush		1,400
Thomas Farrar, 1 lot land	Paul Loyall		200
John Cramond, 1 lot land	William Wilson		3,000
John Cramond, 104 acres	Tully Robbins		6,200
William Chisholm, 14 acres	James Marsden		33,500

William Chisholm, 14 acres	James Marsden	£	5,100
William Chisholm, 14 acres	John Heaves		4,300
William Chisholm, 14 acres	Robert Elliott		1,000
William Chisholm, ½ lot land	John Ross		950
William Orange, ½ lot land	William Goodchild		8,500
William Orange, land	Paul Loyall		60,000
William Orange, land	James Langley		3,700
Jamieson Campbell and Calvert Co	William Plume		9,000
John Hardy, ½ lot land	Robert Elliott		1,000
John Hardy, ½ lot land	Nath. Boush		1,250
John Hardy, ½ lot land	Willis Bramble		1,050
John Hardy, ½ lot land	James Leitch		1,300
William Johnson Rysam, ½ lot land	Robert Barron		2,600
John Ballantine, 2 Negroes	Thomas Matthews		5,100
Collin Ray, in Portsmouth, land	John Kearnes		8,000
Collin Ray, in Portsmouth, land	John Kearnes		1,300
John Agnew, land	Thomas Matthews		6,500
John Agnew, land	Thomas Matthews		34,000
John Agnew, land	Charles Turner		3,100
John Agnew, land	Thorogood Keeling		2,800
Rogers Stewart, land	Samuel Davis		16,400
John Gooderich, Sr., land No. 6	Richard Nester		17,000
John Gooderich, Sr., land No. 7	Richard Nester		40,000
John Gooderich, Sr., 55 acres	John Kearnes		3,150
Robert Speddin, lot No. 9	John Kearnes		30,300
Robert Speddin, 20 acres	Richard Nester		3,700
Robert Speddin, Negro Man, Jonas	Thomas Matthews		7,000
James Miller, lot No. 27	Capt. Aaron Maladow		1,750
James Miller, land	George Dixon		9,000
James Miller, land	James Gaskins		3,400
Benjamin Bannerman, lot No. 40	Thomas Pearse		21,300
Benjamin Bannerman, lot No. 49	Ralph Pickett		1,800
Benjamin Bannerman, land	Paul Loyall		5,600
Benjamin Bannerman, land	George J. Hall		960
John Ewing, lot No. 61	George Kerr		10,100
William Rankin, lot No. 97	Israel Moody		4,300
Alex. Montgomery, lot No. 114	John Kearnes		4,500
John Gooderich, Jr., 3 acres	Robert Elliott		4,000
John Brown, 1 lot	Hugh Brown		3,400

BRITISH PROPERTY SOLD [illegible] IN PORTSMOUTH

George and John Bownes, lots No. 51, 52	Thomas Herbert	£	25,000
George and John Bownes, lot No. 121	Story Wood		1,300
George and John Bownes, lot No. 122	James Gaskins		1,200
George and John Bownes, lot No. 131	Samuel Voyle		950
George and John Bownes, 25 acres	Benjamin Culpepper		2,500
George and John Bownes, 5 acres and Negro, Jack	Thomas Matthews		7,100
George and John Bownes, Negro, Moses	Thomas Matthews		8,000
George and John Bownes, Negro, Mont	Thomas Matthews		1,000
George and John Bownes, 1 Cow, 1 Horse	Thomas Matthews		410

ST. BRIDE'S PARISH

James Hodges, 180 acres	Sol. Sherland		2,200
William Orange, land	James Marsden		26,900
Andrew Sprowle, adjoining the distillery	Thomas Brown		900
Andrew Sprowle, adjoining the distillery	Paul Watlington		460
Andrew Sprowle, adjoining the distillery	Thomas Brown		900
The whole amount is stated as		£	[illegible]

(Note by Thos. B. Rowland.—The amounts in £ are so fabulous that I may construe it as in colonial depreciated currency, say $3.33 to the £ or 6 shillings to the dollar; that, in my memory, was the count or calculation. Therefore, the £ sterling appearing in the foregoing lists is not to be regarded as being by any means equal to the £ sterling of the present day.)

DAUGHTERS OF THE AMERICAN REVOLUTION.

There are two chapters of the national society of the Daughters of the American Revolution in Norfolk county, the objects of which are: To perpetuate the memory and spirit of the men and women who achieved American independence, by the acquisition and protection of historical spots and the erection of monuments; by the encouragement of historical research in relation to the Revolution and the publication of its results; by the preservation of documents and relics, and of the records of the individual services of Revolutionary soldiers and patriots; and by the promotion of celebrations of all patriotic anniversaries.

To carry out the injunction of Washington in his farewell address to the American people,—"To promote, as an object of primary importance, institutions for the general diffusion of knowledge," thus developing an enlightened public opinion and affording to young and old such advantages as shall develop in them the largest capacity for performing the duties of American citizens.

To cherish, maintain and extend the institutions of American freedom; to foster true patriotism and love of country, and to aid in securing for mankind all the blessings of liberty.

Great Bridge Chapter, Norfolk, Virginia.

The officers of the chapter elected at its organization were: Mrs. Hugh Nelson Page, regent; Mrs. Richard Walke, vice-regent; Mrs. Littleton Waller Tazewell, treasurer; Mrs. Philip Edward Yeatman, recording secretary; Miss Blanche Baker, corresponding secretary; Mrs. LeRoy Hamilton Shields, historian; Mrs. John Graham, registrar; and Rt. Rev. Alfred M. Randolph, chaplain.

Fort Nelson Chapter, Portsmouth, Virginia.

The officers of the chapter elected at its organization in 1896 were: Mrs. Charles R. Nash, regent; Mrs. James C. Cresap, vice-regent; Miss Lucy M. Wright, recording secretary; Miss Esther M. Wilson, corresponding secretary; Mrs. Alexander B. Butt, treasurer; Mrs. James F. Maupin, registrar; and Mrs. Charles T. Parrish, historian.

CHAPTER IV

MILITARY HISTORY OF THE COUNTY—Continued

Period of Peace Succeeding the Revolution—England's Hostile Acts Toward Our Commerce and Coast Bring the War of 1812—British Fleet in Hampton Roads—Depredations—Battle of Craney Island—The Mexican War.

PERIOD OF PEACE.

Great Britain had conquered the Canadas from France in 1760, and had for long years previously endeavored to obtain the possession of the Province of Louisiana and the control of the Mississippi River. France, aware of England's designs, made a secret treaty with Spain in 1763 and turned over the province to the Spanish authorities, with the agreement that Spain should make a retrocession whenever called for. After a period of nearly four decades Spain made a recession of Louisiana, in 1801, back to France, and in view of the war with England, Napoleon Bonaparte, on April 30, 1803, sold and ceded to the United States for the small sum of about $15,000,000 the Province of Louisiana, a vast territory now consisting of 15 States of this Union. On December 20, 1803, the tricolored flag was hauled down at New Orleans and replaced by the stars and stripes. Thus were the cherished hopes of England again foiled.

In 1804 the British frigate "Cambrian," Captain Bradley, entered the harbor of New York with other cruisers, seized one of our merchant vessels, just arrived, and impressed and carried off a number of her seamen and passengers. In 1806 three British ships of war boarded and burned the French ship "Impetueux," of 74 guns, which had run aground on the coast of North Carolina, a few hundred yards from the shore. Our coasting vessels were frequently fired upon, and in certain instances some of the crew killed. Captain Douglass, of the "Leopard," subsequently blockaded the port of Norfolk, obstructed citizens in their ordinary communication between that and other places, and, in fact, besieged the city on the land side.

THE WAR OF 1812.

For all these hostile acts of violence on our commerce and coast, in violation of the laws of neutrality, England refused to give any satisfaction or make any reparation or apology. Finally these outrages culminated in 1807 by the attack of His Britannic Majesty's ship "Leopard" on the American frigate "Chesapeake" off the capes of Virginia, which after five years of diplomatic negotiation determined President Madison to send a war message to Congress, and soon after, June 18, war was formally declared.

The President's manifesto declared that

the reasons for war were British excesses in violating the American flag on the great highway of nations; the impressment of American seamen; the harassing of American vessels as they were entering their own harbors, or departing from them, and wantonly spilling the blood of the citizens of America within the limits of her territorial jurisdiction; the issuing of orders by which the ports of the enemies of Great Britain were blockaded, and not supporting these blockades by the adequate application of fleets to render them legal, and enforcing them from the date of their proclamation, in consequence of which American commerce had been plundered on every sea, and her products cut off from legitimate markets; the employing of secret agents to subvert the government and dismember the Union; and finally, the encouragement of the Indian tribes to hostility. The war lasted until 1815, although the treaty of peace was concluded December 24, 1814. The country after a period of 30 years of peace was not prepared for war and consequently suffered the disgrace and humiliation of the capture and destruction of its capital by the enemy. Norfolk county was again agitated by the war and constantly menaced by the powerful fleets of Great Britain. On the 22d of June, 1813, they made an attempt to capture or destroy our towns by an attack on Craney Island, but were gallantly repulsed by our soldiers and sailors, which saved Norfolk and Portsmouth from destruction.

On the 5th day of February, 1813, Admiral Warren's fleet was anchored in Lynnhaven Bay and all the ports and harbors of Chesapeake Bay were declared in a state of strict and vigorous blockade. It was reported that they had landed at Cape Henry for the purpose of procuring wood and water, and there was great alarm and consternation throughout all the tide-water section of Virginia. The Governor ordered out 3,000 men, and the legislature voted $300,000 for the means of immediate defense.

On the 16th of February there were five rigates in the bay and one stationed at the entrance of the capes to prevent the possibiliy of vessels coming in or going out, and the Americans were making active preparations to meet any attack that might be attempted on Norfolk and Portsmouth. The "Constellation" lay between the forts and these cities in fighting trim, and 18 gunboats were arranged in line half a mile from Craney Island. Everything was in martial order here. Scouting parties, look-out and watch-boats were so thick on the river that a cockle shell could not have come up the river without discovery. There was so much confidence in the ability of our forces to defeat any assault of the enemy, it was proposed to send eight or 10 gunboats down and attack the British frigate anchored in Hampton Roads.

The schooner "Lottery," Captain Southcomb, bound from Baltimore for France, in going out of the bay was discovered by the squadron. The British immediately manned and dispatched their boats and a pilot-boat after her, and, it being calm, succeeded, after a desperate action, in capturing the schooner. A number of men were killed and wounded in the boats, and Captain Southcomb and two of his men were severely wounded. The brave captain soon died of his wounds. A flag of truce dispatched on a pilot-boat to the fleet for the remains of Captain Southcomb was brought up with the following letter from Captain Byron, of the British ship "Belvidera," to Capt. Charles Stewart, of the "Constellation."

"Belvidera," Lynnhaven Anchorage, Feb. 15, 1813.
Sir:—

I received your letter of this morning by Dr. Ray. The unfortunate and gallant Captain John Southcomb expired this morning. It will be satisfactory in some degree to his widow to know he had truly a religious sense of his situation, lately delirious, without the excess of pain that might have been expected. Capt. Gould and his steward have taken charge of his effects; his body will be placed in the cartel, as soon as the coffin can be prepared. The two wounded men, at their own request, went up in the former cartel, which I am sorry to hear got on shore. I am extremely flattered with the part of your letter thanking me for attentions and humanity to the unfortunate, which gives

me the most perfect assurance of the generous feelings of Captain Stewart.

I have the honor to be, Sir, with great respect,
Your obedient servant,
R. Byron.

The officers of the "Belvidera" spoke in terms of the highest commendation of the gallant manner in which the "Lottery" was defended, and in Captain Byron her unfortunate commander found a brave, a generous and a humane enemy. Every means was essayed to administer comfort to him while he lived; nor would the chivalrous Byron suffer his body, when lifeless, to be removed until he had enclosed it in a neat mahogany coffin which he had ordered to be made for the occasion.

When the flag of truce bearing the corpse departed minute guns were fired on board the "Belvidera," and her colors were lowered to half-mast.

Such sensibility, such noble, generous conduct to a fallen enemy gave Captain Byron a more conspicuous niche in the temple of fame than the achievement of a great victory could entitle him.

Captain Southcomb's remains were interred in Norfolk with the honors of war, which burial was attended by the officers and crew of the frigate "Constellation."

On the morning of the 9th of March, 1813, there was great excitement in Norfolk and Portsmouth and every man was under arms in consequence of the enemy's squadron receiving a reinforcement the previous night. Their boats were constantly passing and repassing between the different ships, and occasionally they would take soundings up the channel which induced the belief of an immediate attack by land and sea. Both forts were well manned and the men were busily engaged heating shot. Every exertion was made to repel the enemy. Many women and children left the towns and fled to the country. The court records were moved to a place of safety by the clerk and both communities were stripped for the fight; but the squadron did not then attack, only taking a position in Hampton Roads so as to effectually cut off communication with Petersburg and Richmond. The ships only remained in this position until the 22d of March, when they got under way and returned to Lynnhaven Bay; the "Dragon," of 74 guns, was the nearest to the Roads, being anchored off Willoughby's Point,—this movement was doubtless made as a base for the expeditions sent up the Rappahannock River.

On the 18th of June, Commodore Cassin, commanding the American fleet in the Elizabeth River, detached Captain Tarbell with 15 gunboats to attack the British frigate "Junon" anchored in the bay. It being perfectly calm, the gunboats had an excellent opportunity of proving their utility in smooth water. The attack lasted an hour and a half, in which time the enemy was so severely handled that she would have been compelled to strike her colors had not a breeze sprung up, when two other frigates coming to her assistance compelled the gunboats to withdraw. Abram Allison, a master's mate, was the only person killed on board the gunboats. Commodore Cassin, in his report to the Secretary of the Navy, dated June 23, 1813, at Navy Yard, Gosport, says:

Sir:—

On Saturday at 11 P. M. Captain Tarbell [illegible] with the flotilla under his command, consisting of fifteen gun-boats in two divisions, Lieut. John M. Gardner first division, and Lieut. Robert Henly the second, manned from the frigate, and fifty musketeers, which General Taylor ordered from Craney Island, and proceeded down the river; but adverse winds and squalls prevented his approaching the enemy until Sunday afternoon at 4 P. M., when the flotilla commenced a heavy galling fire on a frigate at about three-quarters of a mile distance, lying well up the Roads, two other frigates lying in sight. At half-past four a breeze sprung up from E. N. E. which enabled the two frigates to get under way, one a razee or very heavy ship, and the other frigate, to come near into action.

The boats in consequence of their approach hauled off, though keeping up a well-directed fire on the razee and other ship, which gave us several broadsides. The frigate first engaged, supposed to be the "Junon," was certainly very severely handled—had the calm continued one half hour, that frigate must have fallen into our hands or been destroyed. She must have slipt her mooring so as to drop nearer the razee, which had all sails set coming up to her with the other frigate. The action continued one hour and a half with the three ships. Shortly after the action, the razee got alongside

of the ship, and had her upon a deep careen in a little time with a number of boats and stages around her. I am satisfied considerable damage was done to her, for she was silenced some time, until the razee opened her fire, when she commenced again. Our loss is very trifling. Mr. Allison, master's mate on board No. 139, was killed early in the action by an 18-pound ball, which passed through him and lodged in the mast. No. 154 had a shot between wind and water. No. 67 had her franklin shot away and several of them had some of their sweeps as well as their stantions shot away—but two men slightly injured by the splinters from the sweeps. On the flood tide several ships of the line and frigates came into the Roads and we did expect an attack last night. There are now in the Roads thirteen ships of the line and frigates, one brig and several tenders.

I cannot say too much of the officers and men on this occasion, for every man appeared to go into action with so much cheerfulness, apparently, to do their duty, resolved to conquer. I had a better opportunity of discovering their actions than any one else, being in my boat the whole action.

I have the honor to be, etc.,

JAMES CASSIN.

On the morning of June 22 the British fleet under command of Vice-Admiral Cockburn made a vigorous and desperate attack on Craney Island. The batteries were manned with troops stationed on the island and a detachment of sailors commanded by officers of the "Constellation," who opened a heavy fire which compelled the enemy to retreat with great loss. Three barges were sunk—one was captured with 18 men on board belonging to a foreign regiment. Our officers, soldiers, sailors and marines exhibited the utmost coolness and enthusiasm.

The following is the official report of the battle by Commodore Cassin, Commandant of Navy Yard:

NAVY YARD, GOSPORT, June 23, 1813.

SIR:—

I have the honor to inform you that on the 20th, the enemy got under way, in all 13 sail, and dropped up to the mouth of James River, one ship bearing a flag at the mizzen. At 5 P. M. they were discovered making great preparation with troops for landing, having a number of boats for the purpose. Finding Craney Island rather weak manned, Captain Tarbell directed Lieutenants Neale, Shubrick and Saunders, with 100 seamen on shore, at 11 A. M. to a small battery on the N. W. point of the Island. Tuesday 22nd, at the dawn the enemy were discovered landing round the point of Nansemond River, said to be 4,000 troops; and at 8 A. M. the barges attempted to land in front of the Island, out of reach of the shot from the gun-boats, when Lieutenants Neale, Shubrick and Saunders, with the sailors, and Lieutenant Breckinridge with the marines of the "Constellation," 450 in number, opened the fire, which was so well directed, that the enemy were glad to get off, after sinking three of their largest boats. One of them called the "Centipede," Admiral Warren's boat, 50 feet in length, carried 75 men, the greater part of whom were lost by her sinking. Twenty soldiers and sailors were saved, and the boats hauled up. I presume there were 40 fell back in the rear of the Island and commenced throwing rockets from Mr. Wise's houses; when gunboat 67 threw a few shot over that way, they dispersed and went back.

We have had all day deserters from the army coming in; I have myself taken in 25, and eighteen prisoners belonging to the "Centipede."

The officers of the "Constellation" fired their 18-pounder more like rifle men than artillerists. I never saw such shooting, and seriously believe they saved the Island. In the evening their (the enemy's) boats came around point Nansemond, and at sunset were seen returning to their ships full of men. At dusk they strewed the shore along with fires, in order to run away by the light.

I have the honor to be, etc.,

JOHN CASSIN.

THE HON. WILLIAM JONES,
Secretary of the Navy.

The British troops under Sir Sidney Beckwith landed on the east side of Hoffler's Creek; which is the dividing line between Nansemond and Norfolk counties, marched up, took possession of Captain Wise's residence, and threw up rockets as mentioned by Commodore Cassin. They plundered the house and carried off nearly all the property on the premises. This house is now standing and is owned by Mr. Ballard. Capt. George D. Wise was then the owner,—in fact he owned all the land from Hoffler's Creek to, and including, Craney Island. He was a captain of militia and was probably on duty at the time his house was pillaged. He was the first Wise who emigrated from the Eastern Shore to Norfolk County, and his descendants, Capt. William F. Wise and John S. Wise, are resident and prominent citizens of the Western Branch.

Forrest's History says: "On this memorable day (June 22nd, 1813), Craney Island was attacked by the British, and defended in a manner that reflected lasting honor upon the noble band of heroes who took part in

that important battle, as well as upon the State and country at large. It was indeed a brilliant affair. The cool deliberation and mature judgment; the bravery and enthusiasm which were so strikingly manifested on the occasion by our comparatively small force, and the complete success of the day, all united to render this battle one of the most decisive and victorious that occurred during the war.

"Craney Island lies about five miles from Norfolk, commanding the inward approach from Hampton Roads; and on its defense depended the safety of the borough, as well as Portsmouth and the surrounding country. The splendid repulse of the enemy there doubtless prevented a more severe and bloody conflict, if not an exhibition of inhumanity and barbarity similar to that which took place at Hampton shortly after this engagement.

"The fortifications of this small island were ordered by Maj.-Gen. Wade Hampton, during his command of this district, and the works were executed under the direction of Colonel Armistead. The enemy's fleet had come up to Newport News on the 21st and was soon in readiness to cover the intended attack of the boats the following day. The British presented a very formidable and imposing array. There were about twenty vessels, consisting of seventy-fours, frigates and transports, and an armed force of about 4,000 men.

"A small battery was erected by the Virginians on the Island, and mounting one 18-pounder, two 24-pounders, and four 6-pounders. Our force consisted, principally, of about 400 militia men, one company of riflemen, and two companies of light artillery, one of which was commanded by Capt. Arthur Emmerson, of Portsmouth. * * * Gen. Robert B. Taylor, the commanding officer of the district at this time, increased this small force by a detachment of 30 men from Fort Norfolk, commanded by Capt. Pollard, of the U. S. Army. Lieutenant Johnson, of Culpepper, and Ensign A. Atkinson, of Capt. Hamilton Shield's company of riflemen, from Isle of Wight, with about 30 volunteers, were also added, by order of the chief officer. Lieutenants Neale, Shubrick and Saunders, with about 150 seamen, also joined our force, by the direction of Captain Tarbell, of the U. S. Ship 'Constellation,' then at the naval anchorage, and they acted a brave and noble part in the battle. * * * Captain Emmerson and Lieut. Thomas Godwin each commanded a 24-pounder, and the 18-pounder was commanded by Captain Rooke, who was at this time master of a merchant ship —the 'Manhattan' of New York—then at anchor in our harbor. * * * These three pieces of ordnance were served by men from the 'Constellation.'

"Lieutenant Howle, Sergeants Young and Livingston, and Corporal Moffatt, separately commanded the 6-pounders, at which was stationed the artillery company of Portsmouth. The whole force concentrated at the Island was in command of Colonel Beatty, assisted by Majors Wagner and Faulkner. * * * About 2,600 of the British troops landed at a distance of two miles below the Island, and the action was commenced by that division of the enemy's force. * * * Congreve rockets were thrown upon the Island, from a house on the mainland, within cannon shot of our battery, and owned by Capt. George Wise. * * * Captain Rooke, who was nearest this point, was ordered to fire into the house, the view of which was partially obstructed by a thick growth of trees. * * * A brisk fire of grape and cannister-shot was immediately opened upon it; and such was the precision with which the guns were served, that the British were completely routed, with a loss of many killed and wounded; among the former two of the officers. * * * The 18-pounder, served as it was with extraordinary rapidity, and aimed with unerring precision, dealt death and destruction at every fire. * * * Meanwhile the enemy was approaching the Island with 50 barges filled with soldiers to the number of 1,500, advancing in regular column-order, led on by the Admiral's boat of 24 oars, and 52 feet long with a brass 2-pounder in her bow.* * * When Captain Emmerson supposed that they

were near enough to be reached by his 24-pounder, he cried out, in a loud, stern voice, *'Now, boys, are you ready?'* and the quick response was *'We are ready.' 'Fire!'* rejoined the brave and enthusiastic Captain; and the battery forthwith opened upon them a dreadful fire of grape and cannister. * * * The foremost boats advanced, however, until they grounded, when so quick and galling was the fire, that they were thrown into the greatest confusion, and forthwith commenced a hasty retreat. * * * Four or five of the boats were sunk, one of them the Admiral's barge; and many others were so shattered that it was with difficulty they were kept afloat."

The report of the battle of Craney Island was made to the British Admiralty office by Admiral the Right Honorable Sir John Borlase Warren, Bart. and K. B., commander in chief of His Majesty's ships and vessels on the American and West Indian Station:

San Domingo, Hampton Roads,
Chesapeake, June 24th, 1813.

Sir:—

I request you will inform their lordships, that from information received from the enemy's fortifying Craney Island, and it being necessary to obtain possession of that place to enable the light ships and vessels to proceed up the narrow channel toward Norfolk, to transport the troops over on that side for them to attack the new fort and lines in rear of which the "Constellation" frigate was anchored, I directed the troops under Sir Sidney Beckwith to be landed upon the continent within nearest point to that place, and a reinforcement of seamen and marines from the ships; but upon approaching, the island itself being fortified with a number of guns and men from the frigate and the militia, and flanked by 13 gun-boats, I considered in consequence of the representation of the officer commanding the troops of the difficulty of their passing over from the land, that the persevering attempt would cost more men than the number with us would permit, as the other forts must have been stormed before the frigate and dock yard could be destroyed; I therefore ordered the troops to be re-embarked.

I am happy to say the loss in the above affair (returns of which are enclosed) has not been considerable, and only two boats sunk.

I have to regret, that Captain Hanchett of His Majesty's Ship "Diadem," who volunteered his services, and led the division of boats with great gallantry, was severely wounded by a ball in the thigh.

The officers and men behaved with much bravery, and if it would have been possible to have got at the enemy, I am persuaded would have soon gained the place.

I have the honor to be, etc.,

John Borlase Warren.

J. W. Croker, Esq.

A general return of killed, wounded and missing in the affair near Craney Island June 22d, 1813. Total 3 killed, 8 wounded, 52 missing.

Sidney Beckwith, Q. M. G.

The negro stealing of some of the British, and the cruel manner in which they tore them away from their homes aroused general indignation. Captain Lloyd of His Majesty's Ship "Plantagenet" was notorious in this infamous warfare.

The *Norfolk Herald* of that day commenting on negro stealing said: "Since the war it has been our lot to notice many acts of our enemy, perpetrated in direct violation of the laws of nations and of civilized usage. This has been as much a subject of regret as indignation with us. The customary evils of war are sufficient scourges for the human race, but to aggravate them, and that without the shadow of an excuse, is abominable. The mode of warfare pursued by the enemy in the Chesapeake, has been ignoble and highly reprobatory, particularly as relates to the kidnapping of negroes.

"If negroes desert from their masters and fly to the enemy, it is no fault of the enemy if he keeps them; but to go on shore and take them away by force is a most unjustifiable proceeding. To take cattle, or other stock, would be consistent with the usage of civilized warfare; but to take negroes, who are *human beings;* to tear them forever from their kindred and connections, is what we should never expect from a *Christian* nation, especially one that has done so much to abolish the "Slave Trade." There are negroes in Virginia, and we believe in all the Southern States, who have their interests and affections as strongly engrafted in their hearts, as the whites, and who feel the sacred ties of filial, parental and conjugal affection, equally strong, and who are warmly attached to their owners and scenes of their nativity. To those no inducement which

the enemy could offer would be sufficient to tempt them away. To drag them away, then, by force, would be the greatest cruelty. Yes, it is reserved for England, who boasts of her religion and love of humanity, to practice this piece of cruelty, so repugnant to the dictates of civilization."

SOME SOLDIERS OF THE WAR OF 1812.

Edward Moreland, private in Captain Shield's company.
Jonathan Harrison, corporal in Captain McDonald's company.
Benjamin Spratley, lieutenant in Colonel William Sharp's command.
Alexander Stewart, private in Captain Grimes' company.
William Langhorne, soldier

The muster roll of a company of militia infantry,—attached to the 30th Regiment of the third requisition from the State of Virginia, commanded by Maj. Dempsey Veale and mustered into the service of the United States at the camp near Fort Nelson on the 26th day of April, 1813,— which was engaged in battle of Craney Island, is given as follows:

John Hodges, captain.
Tully R. Wise, lieutenant.
Kader King, ensign.
Thomas Blunt, sergeant.
William Bruce, sergeant.
Richard Carney, sergeant.
Thomas Carney, sergeant.
Solomon Creech, sergeant.
Josias Eastwood, sergeant.
John Wainwright, sergeant.
Samuel Rose, corporal.
Samuel Ross, corporal.
William Pearce, corporal.
George Foskey, corporal.
James Taylor, corporal.
William Orton, corporal.
William Aswell, private.
Thomas Andrews, private.
Henry Best, private.
David Bowers, private.
Henry Consaul, private.
Daniel Clemons, private.
William Deans, private.
Edward Etheredge, private.
George Etheredge, private.
Richard Etheredge, private.
Samuel Freeman, private.
Thomas Hadley, private.
Thomas Hollowell, private.
Thomas Hobgood, private.
James Hobgood, private.
William Harris, private.
David James, private.
Theophilus Ives, private, promoted corporal.
David Ives, private, promoted corporal.
Thomas King, private.
Keily King, private.
Arnold King, private.
John Love, private.
Stephen McPherson, private.
John Miller, private.
Jeremiah Murden, private.
Robert Manning, private.
Willis Manning, private.
William Miars, private.
Joel Miars, private.
Thomas Nash, private.
Thomas K. Orton, private.
Daniel Peake, private.
Samuel Powell, private.
Stephen Ross, private.
Jesse Taylor, private.
Thomas C. Tucker, private.
Thomas Taylor, private.
Richard Taylor, private.
George Wright, private.
William Wallace, private.
Caleb Ward, private.

Capt. John Hodges was elected on joint ballot of both Houses of the General Assembly, brigadier-general of the Ninth Brigade in the Fourth Division of the militia of the Commonwealth and commissioned by Gov. John Tyler on the 7th day of January, 1826.

There were in the War of 1812, 155,364 soldiers,—the South furnished 96,812 and the North 58,552.

THE MEXICAN WAR.

Excepting Indian hostilities, there was a period of peace in the United States from 1815 to 1846 when the war with Mexico began. Although the seat of war was far away, it fired the Southern heart and the soldiers from "Dixie" nearly doubled the Northern soldiers who went to subdue Mexico. The South furnished 43,630 and the North only 23,054 men.

A meeting was called in Ashland Hall, Norfolk, on the 16th day of December, 1846, at which eloquent speeches aroused enthusiasm and a volunteer company of [illegible]

ganized. O. E. Edwards was elected captain. The services of this company were first tendered to the Governor of Virginia, who declined them, then they were tendered to the Governor of North Carolina, who also refused them; but finally the general government accepted their offer and they embarked from Fort McHenry, Maryland, on the 27th of March, 1847, for Mexico. The company was assigned a howitzer battery and fought with great gallantry at the National Bridge and other places. After the return of Captain Edwards to Norfolk, his fellow citizens presented him with an elegant sword for his gallant and meritorious conduct.

Portsmouth also sent a volunteer company to Mexico. It was assigned as Company F, First Regiment Virginia Foot, Col. John F. C. Hantramch, Lieutenant-Colonel Randolph and Maj. Jubal A. Early. The following is the muster roll made in Mexico April 30, 1848, and certified by Capt. W. S. Duggan, Captain North Carolina Volunteers, Acting Inspector General.

John P. Young, captain.
John K. Cooke, first lieutenant.
Edward T. Blamire, second lieutenant.
William M. Levy, third lieutenant.
John Lappin, first sergeant.
Joseph H. James, second sergeant.
Eugene D. Councill, third sergeant.
Francis L. Benson, fourth sergeant.
John Mesley, first corporal.
Nathaniel Dyes, second corporal.
Henry Webster, third corporal.
Sparrell Jones, third corporal.
Aldrich, W. M., private.
Benton, Jesse, private.
Bigham, James S. A., private.
Burdine, John, private.
Barnes, John, private.
Butt, James W., private.
Catterson, James, private.
Callaghan, Thomas, private.
Cohen, Louis, private.
Cherry, William, private.
Creckmur, Charles J., private.
Callis, Baily, private.
Cook, Charles, private.
Donnell, John S., private.
Forbes, John, private.
Grimes, Joshua, private.
Grimes, James, private.
Gayle, Benjamin, private.
Hawkins, Nathaniel B., private.
Howell, Richard S., private.
James, William D., private.
Johnson, Richard E., private.
Lamb, Samuel, private.
Lawrence, Christopher, private.
McCready, Jeremiah, private.
Manning, William W., private.
Miller, Samuel W., private.
Morse, Daniel, private.
Norfleet, Christopher, private.
Orton, George W., private.
Overly, John W., private.
Pitts, Virginius L., private.
Parker, F. W., private.
Reed, William, private.
Reynolds, Samuel, private.
Richardson, George W., private.
Rawlins, Edward, private.
Shelling, John, private.
Spratt, James W., private.
Spencer, John, private.
Turner, Henry, private.
Tottin, Samuel, private.
Tabb, A. G., private.
Whitson, James, private.
White, William, private.

SOME SAILORS OF THE MEXICAN WAR.

R. L. Page, captain.
W. L. Rodgers, captain.
R. B. Pegram, captain.
David B. Park, sailing master, U. S. S. "St. Marys."
William Whitehead, boatswain, U. S. S. "Mississippi."
G. A. Creiger, apothecary.
James F. Milligan, officer (rank not known).
Hugh McKay, officer (rank not known).
Daniel Knowles, officer (rank not known).
John Gillis, officer (rank not known).
John Smith.
Charles Evans.
Christian Johnson.
James Ray.
Edward Hart.
John Owins.
John G. Orphelia.
John Johnson.
John Adams.
Samuel Stansbury.
Lindsay Pugh.
Marcellus George.
Isaac Rosthentoll.

CHAPTER V

MILITARY HISTORY OF THE COUNTY—Continued

Events Leading up to Secession—Abandonment and Destruction of the Navy Yard by the Federals—Occupation of the Navy Yard by Virginia Fortification of Approaches to the Harbor—Battle of Sewell's Point—Devotion of the Confederate Women.

EVENTS LEADING UP TO SECESSION.

The military spirit of Norfolk County was re-aroused by the invasion of Virginia by John Brown.

Every good citizen was moved by the inspiration of patriotism; old and young were willing and anxious to take up arms to maintain the peace and dignity, and protect the honor of this old Commonwealth.

Our volunteer companies were called to frequent drills and new military organizations were formed and equipped for service. The indignation of the people was stirred from its depths and all were ready to avenge the affront in martial ranks.

The Republican candidate was elected President of the United States in the fall of 1860 on a platform highly obnoxious to the Southern people inasmuch as it proposed to restrict their rights and violate the fundamental law. At the time of the adoption of the Articles of Confederation, under which the War for Independence was waged, slavery existed in all the States that were parties to that compact. The legal right to property in slaves was not denied, but as the Republicans considered slavery morally wrong, they were willing to violate the Constitution by restricting slavery to certain limits and by prohibiting its introduction into the territories, which were the common property of all the States of the Union. "The fervid phraseology of the period is essentially deceptive, and has done much to confuse the perceptions and mislead the sympathies of the world with the struggles of the South for equality of rights within the Union, and for security with independence by secession. No charge was more unjust, for example, than the accusation that the South sought the 'extension of slavery' when it insisted on equal rights in the territories. The question was merely whether the slaveholder should be permitted to go with his slaves into territory into which the non-slaveholder could go with *his* property of any sort. It was simply a question of the dispersion of slaves rather than of the 'extension of slavery.' Removal is not extension." If the rights and privileges of the citizens of the Southern States could be curtailed and denied in this particular, why not in any other? Principle was the thing at stake and not slavery or the extension thereof. The very foundation of the Union would be uprooted, the sovereignty and equality of the States lost if submission to this "Republican"?

doctrine was endured. Honor could dictate no other course for the Southern States than separation, in peace if possible, by war if essential to maintain principle and honor.

South Carolina seceded from the United States for this great fundamental principle in December, 1860, and was soon followed by the other extreme Southern States.

They formed a Confederacy and established their capital at Montgomery, Alabama, with Hon. Jefferson Davis as Provisional President.

THE CONFEDERATE WAR.

Most of the Federal military posts within these Confederate States were surrendered to the provisional government; but the commander of Fort Sumter in Charleston Harbor refused to capitulate. General Beauregard in command of the Confederate forces there prepared to force its surrender; but not until a Federal fleet was ordered to relieve Fort Sumter did he open his guns upon it. This fired the Northern heart. Fort Sumter after a vigorous bombardment from the Confederate forts surrendered and preparations for war were begun most vigorously on both sides.

Lincoln issued his proclamation calling on the States for 75,000 troops to conquer the Confederacy and *then* our Virginia State Convention, with its large majority in favor of the Union, passed the ordinance of secession.

Virginia made every endeavor for peace and the preservation of the Union upon the just principles that our fathers established; but Lincoln scorned her appeals and forced the South to enter into a war for self-defense and justice.

Here in Norfolk County, war's excitement and rush held high carnival, when the link which bound Virginia to the Union was severed. On and during the 20th day of April, 1861, the greatest excitement prevailed among the people of Norfolk and Portsmouth. All the military companies in Portsmouth were on that day called out by the State commander and during the night of that day were stationed and picketed in small squads at various points around and near the Navy Yard. The entire county was excited, and on every hand arrangements of a warlike nature were being made for the sectional strife, which then it was apparent was imminent. On the day and night of the 20th of April, obstructions were being placed in the Elizabeth River leading to the harbor for the purpose of preventing the ingress of vessels and the departure of the United States war vessels then in the harbor. About midday the gates of the Gosport Navy Yard were closed to all outsiders, and heavily guarded by United States marines. During the day the marines, sailors and attaches of the United States Navy on the vessels moored at the wharves within the yard could be seen destroying small arms, and throwing them overboard into the river.

On the evening of that day, about dark, the United States steamer "Pawnee" came steaming into the port from the city of Washington, with a large number of marines, sailors and soldiers on board. She came in with banners flying and a band of music playing the national airs, her guns loaded and run out of their ports. She proceeded to the Navy Yard, and immediately disembarked the marines, sailors, soldiers and their officers, and soon there began a general commotion in the Navy Yard, caused by the removing of valuable materials therefrom, and the destruction of cannon and other articles which could not be removed from the Navy Yard. This commotion, removal and destruction continued during the entire night and shortly before daylight of the 21st, when all the marines, sailors, soldiers, officers and every person within the yard except one or two who made their escape therefrom during the night, were taken aboard the "Pawnee" and the sail frigates "Constitution" and "Cumberland." The "Pawnee," with the latter two vessels in tow, then departed, and proceeded unmolested to Fortress Monroe. Simultaneously with the departure of these vessels, the shiphouse and other buildings in the Navy Yard,

and also all the other vessels left at the wharves of the yard and anchored in the stream, were fired by the United States forces, and all were consumed with great rapidity. Soon the fire was communicated from the ship-house to the main entrance government buildings, and from there to many wooden buildings in the city on Lincoln street which were entirely destroyed. They also attempted to blow up the stone dry-dock, but the fuse failed to ignite and this valuable work was saved for the Confederacy. The local soldiers and citizens after the Navy Yard was abandoned were actively engaged in work on fortifications until a cordon of earthworks embraced the twin cities. Forts were constructed on Craney Island, at Boush's Bluff, Lambert's Point, Sewell's Point, Pinner's Point; and Fort Nelson of Revolutionary fame again bristled with great guns. The infantry companies were drilled in heavy artillery tactics; and manned these new forts. Troops came from other sections of Virginia, from Georgia, from Louisiana; and the Old North State, true to her Revolutionary traditions, again sent her soldiers to help Virginia.

The following report of Maj.-Gen. William B. Taliaferro, of the Virginia Provisional Army to the Governor of Virginia regarding military movements in Norfolk County and Gosport Navy Yard, dated, Richmond, Virginia, April 23, 1861, gives a detailed statement of the exciting events:

Sir: I have the honor to report that in obedience to your orders I proceeded to Norfolk on the night of the 18th instant, to assume command of such troops of the State as should be ordered into service at that point, and to determine what course should be pursued with reference to the existing difficulties at that place. I was accompanied by Captain Pegram, of the Navy of Virginia, who had been ordered by you to co-operate with me in all necessary naval operations. I reached Norfolk on the morning of the 19th inst., and found the city in a state of great excitement, which had proceeded to such an extent that in a meeting of the citizens the affairs of the town had been committed to the management of a committee of safety, composed of some of the most respectable and intelligent citizens.

The cause of this excitement was the inauguration of certain demonstrations against the Washington Government by the sinking of ships in the harbor by citizens of the town in the channel of the river, some nine miles below the city, thus attempting to prevent the egress of the vessels of war from the harbor.

I found the military force of the city, none of which had been called into service, to consist of a battalion of volunteers and a few detached companies, in all numbering not a great deal over 300 men, and the force of the town of Portsmouth to consist of a regiment of volunteers of about the same strength.

The militia of the two towns were without arms, and there was no naval force in the State service to co-operate with me. The only artillery consisted of a few 6-pounder field-pieces.

The harbor of Norfolk and approaches thereto were entirely unprotected against attack from Federal vessels. There were no works in condition at Craney Island, Fort Norfolk, or any point commanding the main channel, and even had their works been in perfect preservation we had no heavy ordnance with which to make them available. On the east, fronting the sea and Lynnhaven Bay, the city was open to attack by a force landing at those points, and a large force had already reinforced Fort Monroe and might at any time menace the city from that direction.

On the other hand, the Navy Yard, occupying an area of 90 acres, and fronting upon Elizabeth River, whilst it was garrisoned by only a small force of marines, and protected on the land side by a trifling brick wall, was commanded and covered entirely by the ships of war stretched out along the river, their heavy batteries bearing upon all parts of it. These ships had springs upon their cables with which to maneuver, had netting with which to resist boarding, and were using every precaution of guard boats, sentries, etc., to prevent surprise.

The force on the ships and in the yard was about 600 men, but there was another element of the numerical strength of the place to be considered, in the political opinions and sympathies of many of the operatives in the yard, not citizens of Virginia.

In this condition of affairs the alternative was presented of either attempting to take, by boarding, the ships of war which commanded the yard, or of waiting until such heavy ordnance could be procured as would enable me to erect batteries with which to command the ships, as well as to protect the harbor and keep off reinforcements, and at the same time to give me an opportunity of assembling such force as could protect the land approaches and justify me in making a demand for the surrender of the ships and yard, which demand could be enforced if rejected.

Notwithstanding the excitement and eagerness of some ill-advised persons for immediate hostile action, I regarded the latter as the wiser plan under the circumstances, subject, however, to be modified by subsequent events.

To have boarded the ships would have required, by the estimate of some of the most experienced naval officers, at least 800 men,—sailors, or such men as were familiar with boats. We were entirely without such a force, and I regarded it as impracticable to board with volunteer troops unaccustomed to boats or vessels, unless such force were overwhelming.

The marine force in the yard was inappreciable, in

my estimate, as it would have required only a few minutes to have overpowered them and possessed ourselves of the yard; but the condition to be satisfied was the ability to hold the place under the batteries of the ships. This I believed impracticable.

In this view I was sustained by the opinion, in writing, of Captain Pegram, that it would be, in his opinion, unwise to inaugurate offensive operations with less than 5,000 men, unsupported by heavy artillery. Other officers gave much higher estimates.

I therefore telegraphed your excellency of the defenseless condition of the cities of Norfolk and Portsmouth, and urged that heavy guns should be sent with which to protect the approaches to the harbor and to arm a field-work I had projected at a point called St. Helena, commanding the naval anchorage and Navy Yard; and I also ordered the Petersburg battalion, Major (David A.) Weisiger, to proceed to Norfolk, which force, when it arrived, I stationed in the rear of the city of Norfolk to observe any threatened attack from Fort Monroe.

Knowing how important it was to secure a supply of powder for the State, I determined to seize the powder magazine at old Fort Norfolk, and accordingly, on the night of the 19th, I directed Captain (General) Terry Sinclair, of the Navy, to proceed to the magazine with Captain Taylor's company of infantry, to be so disposed as to prevent attack; and I directed Captain Harrison, of the Navy, to impress the "Glen Cove" steamer, and with Captain (Jacob) Vickery's company of artillery and two 6-pounder pieces to watch the harbor and fire into any boats from the Navy Yard which might attempt to land at the magazine.

This duty was performed without any attempt at resistance, and about 1,300 barrels of powder were transferred to lighters and vessels, and sent to Richmond on the 20th. The residue, estimated at over 1,500 barrels, was transported in carts to a point beyond the range of the guns from the water. To accomplish this it was necessary to press into the service of the State all the carts and horses which could be procured.

The whole volunteer force of Norfolk, under Major Taylor, was ordered out to aid in removing the powder from the magazine, all of whom worked with extraordinary zeal and uncomplaining patience, notwithstanding the severe labor and danger they encountered. A quantity of ordnance stores were removed at the same time.

Ascertaining that one 32-pounder and 10 18-pounder pieces had been found in the old custom house, I directed carriages to be immediately constructed for them, and ordered them to be placed in battery at old Fort Norfolk as soon as the powder was removed. The guns were transported to the fort on the 20th, but were not put into battery until next day.

I did not think it prudent at the time to throw up earthworks at Craney Island or any other point, because in answer to my telegrams, I was informed that the freshet in the James River rendered it impossible to transport the guns from Bellona Arsenal (Virginia), and it was useless to expose the working parties to attack until I had pieces to mount, when the works could be speedily erected under cover of night and without loss.

Such was the condition of affairs when, on the night of the 20th, the sloop of war "Pawnee," passing the obstructions in the harbor, steamed up to the Navy Yard with a force of 500 men, shortly after which, under the orders of Flag-Officer Paulding, was inaugurated and in part consummated one of the most cowardly and disgraceful acts which has ever disgraced the government of a civilized people. The ships of war were sunk, and most of them burned at anchor; the ship-houses and some other property fired; and, to render the atrocity of the act still greater, the dry dock was mined and a slow match, which was arranged so as not to ignite the train until our people should have filled the yard and the works in their efforts to save the government property, set fire to and left burning.

When this diabolical act had been committed, the steamer, with the marines on board, passed down the river, and in the course of that evening anchored under Fort Monroe.

I immediately directed Colonel (James G.) Hodges with the Portsmouth regiment to take possession of the Navy Yard, to endeavor to extinguish the flames wherever it was possible, and to protect the government property.

Fortunately, the damage was not so great as that at first apprehended. Only an inconsiderable portion of the property, with the exception of the ships, was destroyed, and some of the ships may yet be made serviceable.

Two officers—Captain Rodgers, of the Navy of the United States, and Captain Wright, of the Army of the United States—were taken prisoners, having been cut off from the ships by the flames. These gentlemen I sent, under charge of Major Robbins, to this place to await the decision of your excellency as to what disposition should be ultimately made of them.

On the same morning I directed Colonel (T. M. R.) Talcott, of the Engineers, to proceed with a force of militia and with all the negroes I could press into the service of the State to erect earthworks at Hospital Point; and under the superintendence of Captain Fairfax, of our Navy, I ordered heavy guns to be placed in battery at old Fort Norfolk. I also directed Colonel Talcott, under cover of night, to proceed to Craney Island and repair the old works there, and gave orders for the immediate mounting of as many pieces as would be necessary to supply the several works. It was wonderful with what promptness these several orders were executed.

Before night, with the large force employed, considerable progress had been made on the works, and many guns were in condition to be placed in position, and with the obstructions in the channel, placed under the supervision of Captain Arthur Sinclair, I regarded the city as safe from any immediate attack.

On the night of the 21st I received your order assigning Major-General Gwynn to the command, and on the 22d, in obedience to an order of that date, returned to Richmond. I presume Flag-Officer Forrest, who was assigned by your order to the command of the Navy Yard, will make a full report of the damage done to and return a schedule of the property saved and on hand in the yard.

I beg to be permitted to speak in the highest terms

of commendation of the patriotism and zeal displayed by the citizens in rendering assistance, and of the energy which characterized the commissary and quartermaster departments under the embarrassing circumstances of their immediate organization.

The engineer department, under the control of Colonel Talcott, deserves every commendation.

On the 23rd day of April, 1861, Gen. Walter Gwynn assumed command of this department. He was appointed by Gov. John Ellis to command the North Carolina State troops and was relieved from duty here by Gen. Benjamin Huger on the 28th day of May.

THE BATTLE OF SEWELL'S POINT.

The first engagement in Virginia on the 19th day of May, 1861, at the beginning of the war is called the "Battle of Sewell's Point." At 11 o'clock Sunday morning a detachment of the Norfolk Light Artillery Blues under Lieut. Thomas Nash, Jr., and a detachment of the Norfolk Juniors under Lieutenant Holmes were ordered from Boush's Bluff to Sewell's Point for duty. The Columbus (Georgia) Light Guard, Capt. P. H. Colquitt, and the Woodis Rifles, Capt. William Lamb, had preceded these from Ocean View. General Gwynn was on hand directing the construction of an earthwork. By 5 o'clock P. M., three guns were mounted and while the work was rapidly progressing the United States steamer "Monticello," which had run over from Old Point the day before, fired a shot at the workmen, which struck the battery and threw the turf high in the air. All was confusion for a moment; but immediately preparation was made to return the fire with two 32-pounders, and two rifled cannon brought up and manned by the Woodis Rifles. Captain Colquitt was in command and called for a Virginian to raise his Georgia flag on the ramparts. Maj. William E. Taylor promptly responded and unfurled it in defiance of the "Monticello's" attack. The first gun was fired by a detachment of the Juniors under Thaddeus Gray, who acted with conspicuous gallantry during the whole affair, although every man acted bravely and stood to their posts like veteran soldiers. The "Monticello" fired rapidly but wildly, most of her shots flying wide of the mark. After a brisk engagement, the ship turned her stern to the fort and with five holes in her was towed back to Old Point. Although the Fort was struck several times, none of the defenders was injured; but Private Alexander Sykes of the Wise Light Dragoons, on picket some distance away, was slightly wounded on the leg by the fragment of a bursting shell. He was the first soldier wounded in the State. The beautiful flag which waved in triumph over the Fort in the second battle of the Confederate States was presented to the City Light Guards by Miss Ellen Ingraham, of Columbus, Georgia, one of the most lovely and beautiful daughters of our sister State of Georgia. This affair, though small, was the forerunner of the great battles which ploughed Virginia's fields from her Eastern sands to the mountain tops of her Western limits. This was the first battle and the only battle of the Provisional Army of the State government; and the first battle of Hampton Roads.

Hampton Roads is the name given to the broad expanse of water between the mouth of the James River and the entrance into Chesapeake Bay. Newport News Point, on the north side of the river, and Pig Point on the south, at the junction of the Nansemond River with the James, may be considered as marking the mouth of the James River. Between these two points the distance is about five miles. Craney Island lies at the mouth of the Elizabeth River, some six or seven miles east of Pig Point. Sewell's Point is about the same distance north of Craney Island. These four points, therefore, from nearly a parallelogram. Old Point is five miles north of Sewell's Point, the scene of the battle.

Captain Colquitt's official report, dated May 19, 1861, to Major-General Gwynn, commanding the forces at Norfolk Harbor, says:

SIR:—I have the honor to report to you an engagement this evening between the Confederate troops, con-

sisting of the City Light Guards, Columbus, Georgia; Woodis Rifles, Captain Lamb, detachment of the Norfolk Juniors, under Lieutenant Holmes; detachment of Light Artillery Blues, under Lieutenant Nash, all under my command, and the steamer "Monticello" and Federal steam-tug, which lasted one hour and a half, in which nobody was hurt on our side. The enemy fired with great accuracy, several balls passing through the embrasures of the Fort, one striking a 32-pounder within the battery, and one shell bursting in the Fort. From three to five shots from our battery took effect, we think; others struck around the steamer. The troops acted with great bravery, and I had to restrain them in their enthusiasm. The flag of Georgia was hoisted over the Fort in the absence of the Confederate flag. Our firing was less frequent than that of the enemy, as our ammunition was scarce; only two rounds left after the engagement. Your aides, Major William E. Taylor, R. R. Collier and Colonel Thomas Newton, were present and aided in the struggle.

I have the honor to be, your obt. servant.

PEYTON H. COLQUITT.

General Gwynn made his report to Gen. Robert E. Lee, commanding the forces of Virginia, as follows:

HEADQUARTERS FORCES OF VIRGINIA AROUND NORFOLK, MAY 20, 1861.

SIR:—I have the honor to inform you that, late in the evening of the 18th inst., I received intelligence of an attack, made by the enemy's steamer "Monticello," on the unfinished works at Sewell's Point. This battery was not sufficiently advanced at the time to receive its armament and garrison. The "Monticello" carried three guns, one of which was a heavy 10-inch Dahlgren. With these she kept up a constant fire with solid shot and shell for more than an hour, when a steam-tug, from Old Point, carrying one gun, came to her aid, and the two vessels continued the cannonade until the close of the day, without any serious injury to the works. The tug then returned to Old Point, and the "Monticello" moored, with broadside on, with the intention, apparently, of continuing the attack, in order to demolish the works or prevent their progress. Early on the morning of the 19th I hurried on the guns and equipment, and repaired to Sewell's Point, to expedite the works for their reception, and by 5 P. M. succeeded in getting three 32-pounders and two small rifled guns into position, while detachments of infantry and artillery, ordered from neighboring posts, occupied the battery and contiguous points. During all this time the "Monticello," apparently not suspecting the operations going forward, was engaged in preparing for another effort, by calculating the range and distance, and adjusting her guns to suit. With instructions to Captain Colquitt, of Georgia, to whom I gave the command of all the forces and guns at the post, to continue the preparations, reserving fire until the enemy renewed the cannonade, I returned to Norfolk. At 5:30 o'clock the "Monticello" again opened fire from all her guns, and with much greater precision than on the preceding day. It was instantly returned, and with such effect that she was driven off and returned to Old Point. The engagement continued for an hour and a half without intermission on either side, and, though the enemy's fire was well directed, one shell bursting within an embrasure and several others directly over the battery, while solid shot repeatedly passed through the embrasures and struck the crest and sides of the merlons, hurling masses of earth from the outside among the gunners, I am happy to inform you that no casualty of moment occurred to the troops, nor was material injury done the battery. What damage or loss was sustained by the enemy I was not able to discover, but his retreat indicated that our fire had become too warm for further endurance. As early as I received information of the second attack and repulse, I ordered forward more troops, and hastened during the night to Sewell's Point, to make such other dispositions as might be necessary to defend the post against any further and more formidable assaults which the enemy's large naval and military forces at Old Point would enable him to make. I cannot close this brief account of the engagement without expressing my admiration of the enthusiasm and bravery manifested by the troops. Where officers and men displayed so much merit, it would be invidious to discriminate, and I therefore refer you to the accompanying report of Captain Colquitt for further particulars. His position, as commanding officer of the post, gave him an opportunity of displaying the qualities which adorn the soldier, and the general appreciation of his gallantry and merit by those under his command enable me to commend him most warmly to your consideration. In conclusion, I would state that, in consequence of the want of a Virginia or Confederate flag for the occasion, the flag of Georgia, belonging to Captain Colquitt's company, was planted on the ramparts during the engagement, and, while the hottest fire was prevailing, two members of his company, whose names I will forward to you when reported to me as deserving particular notice, fearlessly passed to the outside of the battery, and deliberately removed the sand and other obstructions to the range of one of the guns, while shot and shell were striking all around them.

I am, general, very respectfully, your obedient servant,

WALTER GWYNN.

Capt. Henry Eagle, U. S. N., commanding the "Monticello," in his report to Flag-Officer S. H. Stringham, U. S. N., dated May 19, 1861, says:

From the time I reported to you yesterday I kept a strict watch on the movements of the enemy in and about the Sewell's Point battery.

Several noises were heard during the night, but not distinct enough for me to trace them. At 5:30 P. M. I heard distinct blows, as if from an ax, securing timber platforms for gun carriages inside of the



A Reprint of a Map of the Battle-ground of Hampton Roads.

embrasures and immediately I ordered a shot to be fired over them. The rebels immediately hoisted a white flag (mistake.—Ed.) with some design on it, and fired a shot that cut the fore-spencer vangs near the gaff. I immediately went to quarters and returned their fire, which was continued by them. I expended 15 shell of grape, 12 10-inch shot, 32 10-inch shell, 10 shell for 32 pounders, and 45 32 pound shot, making a total of 114 shots, which I think did some execution among the rebels. I only desisted for want of ammunition, having only 5 8-pound charges remaining for the pivot gun. I regret that want of ammunition compelled me to retire, as I am satisfied that I could have silenced the battery in a short time. I cannot too highly praise the courage and patriotism of the officers and men under my command. They acted nobly and with great coolness during the repeated firing, as above will show. The action continued from 5:30 P. M. to 6:45 P. M., a duration of an hour and fifteen minutes. The battery is masked, thirteen embrasures having been erected behind a sand bank.

The rebels had three rifled cannon and fired several volleys of minie balls, which struck the ship. The ship was struck five times by rifled cannon shot in the hull and upper works. The damage can be repaired by ourselves. I herewith enclose the report of the medical officer of this ship, by which you will perceive that two men were slightly wounded during the action.

Commander D. L. Braine reported to Captain Eagle that after the Monticello had fired a number of times the steamer "Thomas Freeborn" came along and Commander Ward came on board, that he went with Commander Ward in his boat to the "Thomas Freeborn," and took it, at his request, in as close to the earthworks as he thought necessary. Commander Ward then fired a number of shots from his forward gun, a heavy 32-pounder, which did some slight injury to the embrasure. "There were some twelve or fourteen shots fired in all and the 'Thomas Freeborn' then withdrew from her position, and returned to Hampton Roads." While on board the "Freeborn," Commander Braine did not see any armed men in the battery nor any pieces of ordnance.

Gen. Robert E. Lee in his report to Governor Letcher, dated June 11, 1861, of the military and naval preparations for the defense of Virginia, from the period of her separation from the United States government to the date of transfer of military operations of the State to the Confederate government says:

* * * * * * * * * * *

"Six batteries have been erected on the Elizabeth River to guard the approaches to Norfolk and the Navy Yard. They mount 85 guns, 32-pounders and 8 and 9-inch columbiads.

"The frigate 'United States' has been prepared for a shoal ship, provided with a deck battery of nineteen guns, 32-pounders and 9-inch columbiads, for harbor defense. The frigate 'Merrimac' has been raised and it is in the dry dock and arrangements are made for raising the 'Germantown' and 'Plymouth.'

"In addition to the batteries described, other works have been constructed for their land defense, exceeding, in many instances, the works on the batteries themselves. An extensive line of field works has been erected for the security of Norfolk on the sides toward the bay."

At many other points, as will be seen from the report, the great commander in an incredibly short time had made wonderful progress with the defenses of Virginia.

Report of the armanent of batteries around Norfolk and Portsmouth, October 29th, 1861.

SEWELL'S POINT

For defense of the river—		
32-pounders, 61 cwt	4	
32 pounders, 57 cwt	7	
32 pounders, rifled	2	
IX	6	19
Interior defenses—		
32-pounders, 61 cwt	6	
32 pounders, 57 cwt	1	
42 pounders, carronades	3	10
Total		29

FORT NORFOLK

IX	8
32 pounders, 61 cwt	2
32-pounders, 57 cwt	2
32-pounders, 27 cwt.	2
18 pounders, 4,737 pounds	1
Total	15

FORT NELSON

32 pounders, 57 cwt	8
32 pounders, 51 cwt	5

8-inch guns, 55 cwt	2—15
November report adds one gun, rifled (English)	1
Total	16

PINNER'S POINT.

32-pounders, 57 cwt	7
32-pounders, 42 cwt	4
Total	11

LAMBERT'S POINT.

32 pounders, 57 cwt	9
8-inch gun, 63 cwt	1
Total	10

NEW BATTERY, NEAR PINNER'S POINT (NOW PORT NORFOLK).

32-pounders, 61 cwt	4

TANNER'S CREEK.

32-pounders, 62 cwt	3
42-pounders, carronades	2
Total	5

BOUSH'S BLUFF.

32-pounders, 42 cwt	5

ENTRENCHED CAMP.

32-pounders, 61 cwt	15
42-pounders, carronades	14
Total	29

FORREST ENTRENCHMENTS.

32-pounders, 61 cwt	16

DEVOTION OF THE CONFEDERATE WOMEN.

Heroines of no era have given the world a higher standard of devotion than the Confederate women. Amid the stirring and exciting times which marked the beginning of war in Norfolk County they tendered to the soldiers a welcome to their homes and offered any assistance within their power for the cause of the South. The ladies of the Episcopal churches in Norfolk gave notice to the soldiers who were encamped in and near Norfolk that they would be at Christ's Church lecture room every morning from 9 to 12 o'clock, to receive any work,—either making, washing, or mending clothing. Out on the country farms sewing circles were formed and uniforms were made for entire companies from the cloth furnished by the county. An association of ladies was formed in Portsmouth called the "Sisters of Mercy" to nurse the soldiers in the hospital, like angels of mercy. All were untiring in their good offices and their charming voices, with unstinted praise for patriotism, made every man a soldier.

How truly has Whitcomb Riley spoken of their graces and power: "I think the reason the Southern women have such deliciously soft voices may be traced to the deference of the men. Southern men look upon their women as angels.

"When a Southern man's wife or daughter begins to talk she doesn't have to yell for the purpose of attracting his attention or getting him to stop his story and give her a chance. When a Southern woman speaks, the Southern man is silent and attentive. He listens to her words as if they were honey dropping to his lips. This attitude of respect upon the part of the man for the woman, which seems to be universal through the South, makes the Southern woman the gentle, sweet-voiced creature that she is," and as she is, I may add, makes the man a hero and Christian gentleman.

There is a United States survey steamer named the "Endeavor." The former name of this steamer was the "Lady Davis," so named because the ladies of this section furnished the money to build it for the Southern Confederacy; many sacrificed their jewelry to raise the money. It was built on W. H. Graves' marine railway, on the Eastern Branch of the Elizabeth River, but was never used by the Confederacy, as the Northern army captured it on the stocks and appropriated it to their own use. It is 125 feet keel, 18 feet beam and 10 feet deep, and is used in coast survey work under the seamanship of Captain Young.

CHAPTER VI

MILITARY HISTORY OF THE COUNTY—Continued

THE GREAT BATTLE OF HAMPTON ROADS—DESTRUCTION OF THE "CUMBERLAND" AND "CONGRESS"—FAMOUS CONFLICT OF THE IRON-CLADS—VICTORY OF THE "VIRGINIA" OVER THE "MONITOR"—DIFFERENT REPORTS OF THE FIGHT—OFFICERS OF THE "VIRGINIA"—EVACUATION OF NORFOLK COUNTY BY THE CONFEDERATE FORCES.

Under the Confederate rule there were two masked batteries constructed on Sewell's Point,—one of four guns on Doyle's farm just opposite the Rip Raps or Fort Wool, formerly Fort Calhoun, which was never unmasked; the other, defended by two 32-pounder rifle-bore cannon located on the sand hill site between the pavilion and hotel at Norfolk-on-the-Roads, was walled up with heavy timbers and covered with several layers of railroad iron. These guns were smooth-bore 32-pounders which had been left at the Navy Yard when Commodore McCauley evacuated it; and afterward the Confederates converted them into rifle-bores with a range of three miles. This battery, garrisoned by the Jackson Greys, was unmasked on the day of the great historical naval battle and engaged the United States men-of-war as they passed up from Old Point toward Newport News. A shell from a gun on the Rip Raps entered the embrasure of the right hand gun and wounded Lieut. William C. Wallace and Private Alexander B. Cooper. The range of these guns was much greater than that of any on the ships, for the latters' broadsides fired at the battery fell far short, while our shells reached and went over the ships. The effect of the battery guns was not known at the time but the reports of the Federal captain give an account of the damage from this battery.

The log of the U. S. S. "Roanoke" says: "At 2:30, coming in range of Sewell's Point battery they opened fire and several shot and shell passed over and fell around this ship. One rifle shot passed through the foresail and cut away a shroud on each side of the fore rigging; put on stops at once. The forward pivot-gun was trained on Sewell's Point battery and fired, but fell short."

The log of the U. S. S. "Minnesota": "At 1:30 went to quarters. At 2:00, when off Sewell's Point, the enemy opened fire on us, which was immediately responded to by this ship. One of the enemy's shot took effect upon the mainmast. We immediately fished and secured it with a hauser over the masthead. Captain Van Brunt of this ship in his official report says: "While passing Sewell's Point the rebels there opened fire upon us from a rifle battery, one shot from which going through and crippling my mainmast. I returned the fire with my broadside guns and forecastle pivot." The log of the U. S. S.

"St. Lawrence": "At 5:25, passing Sewell's Point, the batteries opened on us, firing some half dozen shot and shell, one of which passed over our quarter deck forward the mizzenmast and just clearing the bows of the whaleboat, another carrying away the starboard quarter-block foreyard." Capt. H. Y. Purviance of this ship reported that: "At half past two we got under way in tow of the 'Cambridge,' and, when abreast of the rebel battery at Sewell's Point, the battery opened fire, one of the shells exploding under the forefoot of the 'St. Lawrence,' doing, however, no material injury. The fire was returned and it is believed with some effect." Captain Purviance was greatly mistaken, for not one shot or shell from the ships reached near the shore and the only damage done to our battery was from a Sawyer shell which came from the Federal battery on the Rip Raps. Opposite to Fort Monroe at a distance of 1,900 yards between that fortification and our battery at Sewell's Point is Fort Wool, formerly Fort Calhoun, but more generally known as the Rip Raps. It is an artificial island made by throwing overboard rocks from vessels on the shoal water with a depth of 20 feet. The sound made by the pieces of stone thrown from the vessels while making the artificial foundation for this fort when the heap neared the surface of the water, was "rip! rap!" "rip! rap!" hence the popular name "Rip! Raps!" The official change of the name from that of the able and distinguished South Carolinian to that of the Federal general could not wipe out the name which came from the "rip raps" of the rocks. These Federal officers were also mistaken about solid shot, for the only ammunition used by our battery was shell.

And now let us hear about the "Virginia's" victories. When two men fight and one cries "enough!" he who cries is whipped. When two men clinch in a fight and one disentangles himself and runs away beyond the reach of his antagonist, he who runs is whipped. The "Virginia" and "Monitor" were in close contact; the "Monitor" drew off to shallow water out of the reach of the "Virginia," and dared not return to the contest. The "Virginia" was victorious, the "Monitor" was defeated. It takes brazen effrontery to claim a victory for the "Monitor" under the true version of the battle.

The "Virginia" left the Navy Yard at 11:00 o'clock A. M. on March 8, 1861, and steamed down the river past our batteries, through the obstructions, across Hampton Road, to the mouth of the James River, where, off Newport News, lay at anchor the



C. S. S. "Virginia" in Dry Dock.

frigates "Cumberland" and "Congress," protected by strong batteries and gunboats. The action commenced about 3:00 P. M. by firing the bow-gun at the "Cumberland," less than a mile distant. A powerful fire was immediately concentrated upon the "Virginia" from all the batteries afloat and ashore. The frigates "Minnesota," "Roanoke" and "St. Lawrence," with the other vessels started immediately from Old Point. The "Virginia" fired at the "Congress" in passing, but continued to head directly for the "Cumberland," which vessel she had determined to run into, and in less than 15 minutes from the fire of the first gun rammed her just forward of the starboard fore-chains. There were heavy spars about her bows, probably to ward off torpedoes, through which the "Virginia" had to break before reaching the side of the ship. The noise of the crashing timbers was distinct-

ly heard above the din of the battle. There was no sign of the hole above water. It must have been large, as the ship soon commenced to careen. The shock to the "Virginia" on striking was slight. She immediately backed the engines. The blow was not repeated. The "Virginia" lost her prow and had her stem slightly twisted. The "Cumberland" fought her guns gallantly as long as they were above water. She went down bravely, with colors flying. One of her shells struck the sill of the bow-port of the "Virginia" and exploded; the fragments killed two and wounded a number. The "Virginia's" after nine-inch gun was loaded and ready for firing, when its muzzle was struck by a shell which broke it off and fired the gun. Another gun also had its muzzle shot off; it was broken so short that at each subsequent discharge its port was set on fire. The damage to the armor was slight. The enemy's fire appeared to be aimed at the "Virginia's" ports. Had it been concentrated at the water-line she would have been seriously hurt, if not sunk. Owing to the ebb tide and her great draft, she could not close with the "Congress" without first going up stream and then turning, which was a tedious operation, besides subjecting her twice to the full fire of the batteries, some of which she silenced.

Lieut. Catesby Ap. R. Jones, the "Virginia's" executive officer, says: "We were accompanied from the yard by the tugs 'Beaufort,' Lieutenant-Commander W. H. Parker, and 'Raleigh,' Lieutenant-Commander J. W. Alexander. As soon as the firing was heard up the James River, the 'Patrick Henry,' Commander John R. Tucker; 'Jamestown,' Lieutenant-Commander J. N. Barney, and the tug 'Teaser,' Lieutenant-Commander W. A. Webb, under command of Capt. John R. Tucker, stood down the river, joining us about 4:00 o'clock. All these vessels were gallantly fought and handled, and rendered valuable and effective service. The prisoners from the 'Congress' stated that when on board that ship it was seen that we were standing up the river, that three cheers were given under the impression that we had quit the fight. They were soon undeceived. When they saw us heading down the stream, fearing the fate of the 'Cumberland,' they slipped their cables, made sail and ran ashore bows on. We took a position off her quarter about two cables' length distant, and opened a deliberate fire. Very few of her guns bore on us and they were soon disabled. The other batteries continued to play on us, as did the 'Minnesota,' then aground about one and one-half miles off. The 'St. Lawrence' also opened on us shortly after. There was great havoc on board the 'Congress.' She was several times on fire. Her gallant commander, Lieut. Joseph B. Smith, was struck in the breast by a fragment of a shell and instantly killed. The carnage was frightful. Nothing remained but to strike their colors, which they did. They hoisted the white flag, half-masted, at the main and at the spanker gaff. The 'Beaufort' and 'Raleigh' were ordered to burn her. They went alongside and received several of her officers and some 20 of her men as prisoners. The officers urgently asked permission to assist their wounded out of the ship. It was granted. They did not return. A sharp fire of musketry from the shore killed some of the prisoners and forced the tugs to leave. A boat was sent from the 'Virginia' to burn her, covered by the 'Teaser.' A fire was opened on them from the shore and also from the 'Congress,' with both of her white flags flying, wounding Lieutenant Minor and others. We replied to this outrage upon the usages of civilized warfare by re-opening on the 'Congress' with hot shot and incendiary shell. Her crew escaped by boats, as did that of the 'Cumberland.' Canister and grape would have prevented it; but in neither case was any attempt made to stop them, though it has been otherwise stated, possibly from our firing on the shore or at the 'Congress.'

"We remained near the 'Congress' to prevent her recapture. Had she been retaken it might have been said that the flag officer per-

mitted it, knowing that his brother was an officer of that vessel.

"The 'Patrick Henry' received a shot from the shore in one of her boilers and had to be towed out of the fight. She, however, soon returned and was again hotly engaged. A distant and unsatisfactory fire was at times had at the 'Minnesota.' The gunboats also engaged her. We fired canister and grape occasionally in reply to musketry from the shore, which had become annoying. About this time the flag officer was badly wounded by a rifle-ball and had to be carried below. His bold daring and intrepid conduct won the admiration of all on board. The executive and ordnance officer, Lieut. Catesby Ap. R. Jones, succeeded to the command. The action continued until dusk when we were forced to seek an anchorage. The 'Congress' was riddled and on fire. A transport steamer was blown up. A schooner was sunk and another captured. We had to leave without making a serious attack on the 'Minnesota,' though we fired at her as we passed on the other side of the Middle Ground, and also at the 'St. Lawrence.' The latter frigate fired at us by broadsides—not a bad plan for small calibres against ironclads, if concentrated. It was too dark to aim well. We anchored off our batteries at Sewell's Point. The squadron followed. The 'Congress' continued to burn. 'She illuminated the heavens and varied the scene by the firing of her own guns and by the flight of her balls through the air,' until shortly after midnight, 'when her magazine exploded and a column of burning matter appeared high in the air, to be followed by the stillness of death.'" I well remember that even after the excitement and work of the day, many of our soldiers remained on the beach to witness the explosion, and a grand spectacle it was!

Of the appearance of the "Monitor," Lieutenant Jones says: "One of the pilots chanced about 11:00 P. M. to be looking in the direction of the 'Congress' when there passed a strange-looking craft, brought out in bold relief by the brilliant light of the burning ship, which he at once proclaimed to be the 'Ericsson.' We were, therefore, not surprised in the morning to see the 'Monitor' at anchor near the 'Minnesota.' The latter ship was still aground. Some delay occurred from sending our wounded out of the ship; we had but one serviceable boat left. Admiral Buchanan was landed at Sewell's Point.

"At 8:00 A. M. we got under way, as did the 'Patrick Henry,' 'Jamestown' and 'Teaser.' We stood toward the 'Minnesota' and opened fire on her. The pilots were to have placed us half a mile from her, but we were not at any time nearer than a mile. The 'Monitor' commenced firing when about a third of a mile distant. We soon approached and were often within a ship's length; once, while passing, we fired a broadside at her only a few yards distant. She and her turret appeared to be under perfect control. Her light draft enabled her to move about us at pleasure. She once took position for a short time where we could not bring a gun to bear on her. Another of her movements caused us great anxiety; she made for our rudder and propeller, both of which could have been easily disabled. We could only see her guns when they were discharged; immediately afterward the turret revolved rapidly and the guns were not seen again until they were again fired. We wondered how proper aim could be taken in the very short time the guns were in sight. The 'Virginia,' however, was a large target, and generally so near that the 'Monitor's' shot did not often miss. It did not appear to us that our shell had any effect upon the 'Monitor.' We had no solid shot. Musketry was fired at the look-out holes. In spite of all the care of our pilots we ran ashore, where we remained over 15 minutes. The 'Patrick Henry' and 'Jamestown,' with great risk to themselves, started to our assistance. The 'Monitor' and 'Minnesota' were in full play on us. A small rifle-gun on board the 'Minnesota,' or on the steamer alongside of her, was fired with remarkable precision. When we saw that our fire made no impression on the 'Monitor' we

determined to run into her if possible. We found it a very difficult feat to do. Our great length and draft in a comparatively narrow channel, with but little water to spare, made us sluggish in our movements, and hard to steer and turn. When the opportunity presented, all steam was put on; there was not, however, sufficient time to gather full headway before striking. The blow was given with the broad wooden stem, the iron prow having been lost the day before. The 'Monitor' received the blow in such a manner as to weaken its effect, and the damage was to her trifling. Shortly after, an alarming leak in the bows was reported. It, however, did not long continue.

"Whilst contending with the 'Monitor' we received the fire of the 'Minnesota,' which we never failed to return whenever our guns could be brought to bear. We set her on fire and did her serious injury, though much less than we then supposed. Generally the distance was too great for effective firing. We exploded the boiler of a steamer alongside of her.

"The fight had continued over three hours. To us the 'Monitor' appeared unharmed. We were, therefore, surprised to see her run off into shoal water where our great draft would not permit us to follow, and where our shell could not reach her. The loss of our prow and anchor, and consumption of coal, water, etc., had lightened us so that the lower part of the forward end of the shield was awash. We for some time awaited the return of the 'Monitor' to the Roads. After consultation it was decided that we should proceed to the Navy Yard, in order that the vessel should be brought down in the water, and completed. The pilots said if we did not then leave that we could not pass the bar until noon of the next day. We therefore, at 12:00 M. quit the Roads and stood for Norfolk. Had there been any sign of the 'Monitor's' willingness to renew the contest we would have remained to fight her. We left her in the shoal water, to which she had withdrawn, and which she did not leave until after we had crossed the bar on our way to Norfolk.

"None were killed or wounded in the fight with the 'Monitor.' The only damage she did was to the armor. She fired 41 shots. We were able to receive most of them obliquely. The effect of the shot striking obliquely on the shield was to break all the iron and sometimes to displace several feet of the outside course; the wooden backing would not be broken through. When a shot struck directly at right angles the wood would also be broken through, but not displaced. Generally the shot were much scattered; in three instances two or more struck near the same place, in each case causing more of the iron to be displaced and the wood to bulge inside. A few struck near the water-line. The shield was never pierced, though it was evident that two shots striking in the same place would have made a large hole through armor, wooden backing and everything. The ship was docked; a prow of steel and wrought iron put on and a course of two-inch iron on the hull below the roof, extending in length 180 feet. Want of time and material prevented its completion. The damage to the armor was repaired; wrought iron port-shutters were fitted, etc. The rifle-guns were supplied with bolts of wrought and chilled iron. The ship was brought a foot deeper in the water, making her 23 feet."

The combat between the "Virginia" and "Monitor" was one of the grandest and most thrilling sights I ever witnessed. I saw it from the beach in front of our battery on Sewell's Point, where both vessels were in full view. The day was clear and bright with just enough wind to make wavelets on the Roads move toward us in regular and measured succession. I could see the puff of smoke from the port-holes of the vessel, hear the boom of the cannon, then watch the solid shot which had glanced from the iron shield of the ship, richocheting over the surface of the water and sinking as its force was spent near our shore.

Grand! sublime! magnificent! Awful! was the wrestle of these terrible iron monsters in deadly conflict, like some fabled leviathans out of the broad, deep seas. There, was the world's most radical change in naval warfare —there, was the passing of wooden men-of-war—there, was the greatest event in all the history of marine engagements. It had no parallel in all the annals of time. But one year before was published "Ordnance and Naval Gunnery," by Lieut. E. Simpson, U. S. N., designed as a text-book for the United States Naval Academy, which said: "Iron vessels are utterly unfit for war," and giving the comments of Sir Howard Douglass on the French ship "La Gloire," and the British "Warrior" summed up that, "The opinion of this great authority is, that there is not much to be feared from these iron-clad monsters." Alas! for the theories of these distinguished writers; here they were buried in the waters of Hampton Roads in the bright sunlight of a Sabbath day without hope of resurrection. A brilliant and magnificent victory for the "Virginia!" The North was overwhelmed with consternation and dread while the South was jubilant over the results of the great battle. President Davis reported to the Confederate Congress on the 10th of April this brilliant triumph.

EXECUTIVE DEPARTMENT,
April 10, 1862.

To the Senate and House of Representatives of the Confederate States:

I herewith transmit to Congress a communication from the Secretary of the Navy, covering a detailed report of Flag-Officer Buchanan of the brilliant triumph of his squadron over the vastly superior forces of the enemy in Hampton Roads, March 8 and 9 last.

JEFFERSON DAVIS.

COMBAT OF THE VIRGINIA AND MONITOR.

NAVY DEPARTMENT,
RICHMOND, VA., April 7, 1862.

SIR: I have the honor to submit herewith copy of the detailed report of Flag-Officer Buchanan of the brilliant triumph of his squadron over the vastly superior forces of the enemy in Hampton Roads, on March 8 and 9 last, a brief report by Lieutenant Jones of the battle of the 8th having been previously made.

The conduct of the officers and men of the squadron in this contest reflects unfading honor upon themselves and upon the navy. The report will be read with deep interest, and its details will not fail to arouse the ardor and nerve the arm of our gallant seamen.

It will be remembered that the "Virginia" was a novelty in naval architecture, wholly unlike any ship that ever floated; that her heaviest guns were equal novelties in ordnance; that her motive power and her obedience to her helm were untried; and her officers and crew strangers comparatively to the ship and each other, and yet, under all these disadvantages, the dashing courage and consummate professional ability of Flag-Officer Buchanan and his associates achieved the most remarkable victory which naval annals record.

When the flag-officer was disabled the command of the "Virginia" devolved upon her executive and ordnance officer, Lieut. Catesby Ap. R. Jones, and the cool and masterly manner in which he fought the ship in her encounter with the iron-clad "Monitor" justified the high estimate which the country places upon his professional merit. To his experience, skill and untiring industry as her ordnance and executive officer the terrible effect of her fire was greatly due. Her battery was determined in accordance with his suggestions, and in all investigations and tests which resulted in its thorough efficiency he was zealously engaged.

The terms of commendation used by the flag-officer in characterizing the conduct of his officers and men meet the cordial indorsement of the Department, and the concurrent testimony of thousands who witnessed the engagement places his own conduct above all praise.

With much respect, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

TO THE PRESIDENT.

REPORT OF FLAG OFFICER FRANKLIN BUCHANAN, C. S. NAVY.

NAVAL HOSPITAL,
NORFOLK, VA., March 27, 1862.

SIR: Having been confined to my bed in this building since the 9th instant, in consequence of a wound received in the action of the previous day, I have not had it in my power at an earlier date to prepare the official report, which I now have the honor to submit, of the proceedings on the 8th and 9th instant of the James River Squadron, under my command, composed of the following-named vessels: Steamer "Virginia," flag-ship, 10 guns; steamer "Patrick Henry," Commander John R. Tucker, 12 guns; steamer "Jamestown," Lieutenant-Commanding J. N. Barney, two guns; and gunboats "Teaser," Lieutenant-Commanding W. A. Webb; "Beaufort," Lieutenant-Commanding W. H. Parker; and "Raleigh," Lieutenant-Commanding J. W. Alexander, each one gun. Total, 27 guns.

On the 8th instant, at 11 A. M., the "Virginia" left the Navy Yard (Norfolk), accompanied by the "Raleigh" and "Beaufort," and proceeded to Newport News, to engage the enemy's frigates "Cumberland" and "Congress," gunboats and batteries. When within

less than a mile of the "Cumberland," the "Virginia" commenced the engagement with that ship with her bow-gun, and the action soon became general, the "Cumberland," "Congress," gunboats and shore batteries concentrating upon us their heavy fire, which was returned with great spirit and determination. The "Virginia" stood rapidly on toward the "Cumberland," which ship I had determined to sink with our prow if possible. In about 15 minutes after the action commenced we ran into her on her starboard bow. The crash below the water was distinctly heard, and she commenced sinking, gallantly fighting her guns as long as they were above water. She went down with her colors flying.

During this time the shore batteries, "Congress" and gunboats kept up their heavy concentrated fire upon us, doing us some injury. Our guns, however, were not idle; their fire was very destructive to the shore batteries and vessels, and we were gallantly sustained by the rest of the squadron.

Just after the "Cumberland" sunk, that gallant officer, Commander John R. Tucker, was seen standing down the James River under full steam, accompanied by the "Jamestown" and the "Teaser." They came nobly into action and were soon exposed to the heavy fire of the shore batteries. Their escape was miraculous, as they were under a galling fire of solid shot, shell, grape, and canister, a number of which passed through the vessels without doing any serious injury except to the "Patrick Henry," through whose boiler a shot passed, scalding to death four persons and wounding others. Lieutenant-Commanding Barney promptly obeyed a signal to tow her out of the action. As soon as damages were repaired the "Patrick Henry" returned to her station and continued to perform good service during the remainder of that day and the following.

Having sunk the "Cumberland," I turned our attention to the "Congress." We were some time in getting our proper position in consequence of the shoalness of the water and the great difficulty of managing the ship when in or near the mud. To succeed in my object I was obliged to run the ship a short distance above the batteries on the James River in order to wind her. During all the time her keel was in the mud; of course she moved but slowly. Thus we were subjected twice to the heavy guns of all the batteries in passing up and down the river, but it could not be avoided. We silenced several of the batteries and did much injury on shore. A large transport steamer alongside the wharf was blown up, one schooner sunk and another captured and sent to Norfolk. The loss of life on shore we have no means of ascertaining.

While the "Virginia" was thus engaged in getting her position for attacking the "Congress," the prisoners state it was believed on board that ship that we had hauled off. The men left their guns and gave three cheers. They were soon sadly undeceived, for a few minutes after we opened upon her again, she having run on shore in shoal water. The carnage, havoc and dismay caused by our fire compelled them to haul down their colors and to hoist a white flag at their gaff and half-mast and another at their main. The crew instantly took to their boats and landed. Our fire immediately ceased, and a signal was made for the "Beaufort" to come within hail. I then ordered Lieutenant-Commanding Parker to take possession of the "Congress," secure the officers as prisoners, allow the crew to land, and burn the ship. He ran alongside, received her flag and surrender from Commander William Smith and Lieutenant Pendergast, with the side-arms of those officers. They delivered themselves as prisoners of war on board the "Beaufort," and afterward were permitted at their own request to return to the "Congress" to assist in moving the wounded to the "Beaufort." They never returned, and I submit to the decision of the Department whether they are not our prisoners. While the "Beaufort" and "Raleigh" were alongside the "Congress," and the surrender of that vessel had been received from the commander, she having two white flags flying, hoisted by our own people, a heavy fire was opened upon them from the shore and from the "Congress," killing some valuable officers and men. Under this fire the steamers left the "Congress," but as I was not informed that any injury had been sustained by those vessels at that time, Lieutenant-Commanding Parker having failed to report to me, I took it for granted that my order to him to burn her had been executed, and waited some minutes to see the smoke ascending from her hatches. During this delay we were still subject to the heavy fire from the batteries, which was always promptly returned.

The steam frigates "Minnesota" and "Roanoke" and the sailing frigate "St. Lawrence" had previously been reported as coming from Old Point, but as I was determined that the "Congress" should not again fall into the hands of the enemy, I remarked to that gallant young officer, Flag-Lieutenant Minor, "That ship must be burned." He promptly volunteered to take a boat and burn her, and the "Teaser," Lieutenant-Commanding Webb, was ordered to cover the boat. Lieutenant Minor had scarcely reached within 50 yards of the "Congress" when a deadly fire was opened upon him, wounding him severely and several of his men. On witnessing this vile treachery, I instantly recalled the boat and ordered the "Congress" destroyed by hot shot and incendiary shell. About this period I was disabled, and transferred the command of the ship to that gallant, intelligent officer, Lieut. Catesby Jones, with orders to fight her as long as the men could stand to their guns.

The ships from Old Point opened their fire upon us. The "Minnesota" grounded in the north channel, where, unfortunately, the shoalness of the channel prevented our near approach. We continued, however, to fire upon her until the pilots declared it was no longer safe to remain in that position, and we accordingly returned by the south channel (the Middle Ground being necessarily between the "Virginia" and "Minnesota," and the "St. Lawrence" and the "Roanoke" having retreated under the guns of Old Point), and again had an opportunity of opening upon the "Minnesota," receiving her heavy fire in return, and shortly afterward upon the "St. Lawrence," from which vessel were received several broadsides.

It had by this time become dark and we soon anchored off Sewell's Point. The rest of the squadron followed our movements, with the exception of the "Beaufort," Lieutenant-Commanding Parker, who proceeded to Norfolk with the wounded and prisoners as soon as he had left the "Congress," without reporting to me. The "Congress," having been set on fire by our hot shot and incendiary shell, continued to burn, her loaded guns being successively discharged as the flames reached them, until a few minutes past midnight, when her magazine exploded with a tremendous report.

The facts above stated, as having occurred after I had placed the ship in charge of Lieutenant Jones, were reported to me by that officer.

At an early hour next morning (the 9th), upon the urgent solicitations of the surgeons, Lieutenant Minor and myself were very reluctantly taken on shore. The accommodations for the proper treatment of the wounded persons on board the "Virginia" are exceedingly limited, Lieutenant Minor and myself occupying the only space that could be used for that purpose, which was in my cabin. I therefore consented to our being landed on Sewell's Point, thinking that the room on board vacated by us could be used for those who might be wounded in the renewal of the action. In the course of the day Lieutenant Minor and myself were sent in a steamer to a hospital at Norfolk.

The following is an extract from the report of Lieutenant Jones of the proceedings of the "Virginia" on the 9th:

"At daylight on the 9th we saw the 'Minnesota' was still ashore, and that there was an iron battery near her. At 8 o'clock we ran down to engage them (having previously sent the killed and wounded out of the ship), firing at the 'Minnesota' and occasionally at the iron battery. The pilots did not place us as near as they expected. The great length and draft of the ship rendered it exceedingly difficult to work her. We ran ashore about a mile from the frigate, and were backing 15 minutes before we got off. We continued to fire at the 'Minnesota,' and blew up a steamer alongside of her, and we also engaged the 'Monitor,' and sometimes at very close quarters. We once succeeded in running into her, and twice silenced her fire. The pilots declaring that we could get no nearer the 'Minnesota,' and believing her to be entirely disabled, and the 'Monitor' having run into shoal water, which prevented our doing her any further injury, we ceased firing at 12 (o'clock) and proceeded to Norfolk.

"Our loss is two killed and 19 wounded. The stem is twisted and the ship leaks. We have lost the prow, starboard anchor and all the boats. The armor is somewhat damaged; the steam-pipe and smoke-stack both riddled; the muzzles of two of the guns shot away. It was not easy to keep a flag flying. The flag-staffs were repeatedly shot away. The colors were hoisted to the smoke-stack and several times cut down from it.

"The bearing of the men was all that could be desired; the enthusiasm could scarcely be restrained. During the action they cheered again and again. Their coolness and skill were the most remarkable from the fact that the great majority of them were under fire for the first time. They were strangers to each other and to the officers, and had but a few days' instruction in the management of the great guns. To the skill and example of the officers is this result in no small degree attributable."

Having thus given a full report of the actions on the 8th and 9th, I feel it due to the gallant officers who so nobly sustained the honor of the flag and country on those days to express my appreciation of their conduct.

To that brave and intelligent officer, Lieut. Catesby Jones, the executive and ordnance officer of the "Virginia," I am greatly indebted for the success achieved. His constant attention to his duties in the equipment of the ship; his intelligence in the instruction of ordnance to the crew, as proved by the accuracy and effect of their fire, some of the guns having been personally directed by him; his tact and management in the government of raw recruits; his general knowledge of the executive duties of a man-of-war, together with his high-toned bearing, were all eminently conspicuous, and had their fruits in the admirable efficiency of the "Virginia." If conduct such as his (and I do not know that I have used adequate language in describing it) entitles an officer to promotion, I see in the case of Lieutenant Jones one in all respects worthy of it. As a flag-officer I am entitled to some one to perform the duties of flag-captain, and I should be proud to have Lieutenant Jones ordered to the "Virginia" as lieutenant-commandant; if it be not the intention of the Department to bestow upon him a higher rank.

Lieutenant Simms fully sustained his well-earned reputation. He fired the first gun, and when the command devolved upon Lieutenant Jones in consequence of my disability he was ordered to perform the duties of executive officer. Lieutenant Jones has expressed to me his satisfaction in having had the services of so experienced, energetic and zealous an officer.

Lieutenant Davidson fought his guns with great precision. The muzzle of one of them was soon shot away. He continued, however, to fire upon it, though the woodwork around the port became ignited at each discharge. His buoyant and cheerful bearing and voice were contagious and inspiring.

Lieutenant Wood handled his pivot-gun admirably, and the executive officer testifies to his valuable suggestions during the action. Hs zeal and industry in drilling the crew contributed materially to our success.

Lieutenant Eggleston served his hot shot and shell with judgment and effect, and his bearing was deliberate, and exerted a happy influence on his division.

Lieutenant Butt fought his gun with activity and during the action was gay and smiling.

The Marine Corps was well represented by Captain Thom, whose tranquil mien gave evidence that the hottest fire was no novelty to him. One of his guns was served effectively and creditably by a detachment of the United Artillery of Norfolk under the command of Captain Kevill. The muzzle of their gun was struck by a shell from the enemy, which broke off a piece of the gun, but they continued to fire it as if it was uninjured.

Midshipmen Foute, Marmaduke, Littlepage, Craig and Long rendered valuable services. Their conduct would have been creditable to older heads, and gave great promise of future usefulness. Midshipman Marmaduke, though receiving several painful wounds early in the action, manfully fought his gun until the close. He is now at the hospital.

Paymaster Semple volunteered for any service and was assigned to the command of the powder division, an important and complicated duty, which could not have been better performed.

Surgeon Phillips and Assistant Surgeon Garnett were prompt and attentive in the discharge of their duties. Their kind and considerate care of the wounded, and skill and ability displayed in the treatment, won for them the esteem and gratitude of all who came under their charge, and justly entitled them to the confidence of the officers and crew.

I beg leave to call the attention of the Department to the case of Dr. Garnett. He stands deservedly high in his profession, is the head of the lists of assistant surgeons, and, there being a vacancy in consequence of the recent death of Surgeon Blacknall, I should be much gratified if Dr. Garnett could be promoted to it.

The engines and machinery, upon which so much depended, performed much better than expected. This is due to the intelligence, experience and coolness of Acting Chief Engineer Ramsey. His efforts were ably seconded by his assistants, Tynan, Campbell, Herring, Jack and White. As Mr. Ramsey is only acting chief engineer, I respectfully recommend his promotion to the rank of chief, and would also ask that Second Assistant Engineer Campbell may be promoted to the first assistant, he having performed the duties of that grade during the engagement.

The forward officers—Boatswain Hasker, Gunner Oliver and Carpenter Lindsay—discharged well all the duties required of them. The boatswain had charge of a gun and fought it well. The gunner was indefatigable in his efforts. His experience and exertions as a gunner have contributed very materially to the efficiency of the battery. Acting Master Parrish was assisted in piloting the ship by Pilots Wright, Williams, Clarke and Cunningham. They were necessarily much exposed.

It is now due that I should mention my personal staff. To that gallant young officer, Flag-Lieutenant Minor, I am much indebted for his promptness in the execution of signals; for renewing the flag-staffs when shot away, being thereby greatly exposed; for his watchfulness in keeping the Confederate flag up; his alacrity in conveying my orders to the different divisions; and for his general cool and gallant bearing. My aid, Acting Midshipman Roots, of the Navy; Lieutenant Forrest, of the Army, who served as a volunteer aid, and my clerk, Arthur Sinclair, Jr., are entitled to my thanks for the activity with which my orders were conveyed to the different parts of the ship. During the hottest of the fight they were always at their posts giving evidence of their coolness.

Having referred to the good conduct of the officers in the flag-ship immediately under my notice, I come now to a no less pleasing task when I attempt to mark my approbation of the bearing of those serving in the other vessels of the squadron.

Commander John R. Tucker, of the "Patrick Henry," Lieutenant-Commanding J. N. Barney, of the "Jamestown," and W. A. Webb, of the "Teaser," deserve great praise for their gallant conduct throughout the engagement. Their judgment in selecting their positions for attacking the enemy was good; their constant fire was destructive, and contributed much to the success of the day. The general order under which the squadron went into action required that, in the absence of a signal, each commanding officer was to exercise his own judgment and discretion in doing all the damage he could to the enemy, and to sink before surrendering. From the bearing of those officers on the 8th I am fully satisfied that that order would have been fully carried out. Commander Tucker speaks highly of all under him, and desires particularly to notice that Lieut.-Col. Callender St. George Noland, commanding the post at Mulberry Island, on hearing of the deficiency in the complement of the "Patrick Henry," promptly offered the services of 10 of his men as volunteers for the occasion, one of whom, George E. Webb, of the Greenville Guard, Commander Tucker regrets to say, was killed. Lieutenant-Commanding Barney reports that every officer and man on board of the ship performed his whole duty, evincing a courage and fearlessness worthy of the cause for which we are fighting.

Lieutenant-Commanding Webb specially notices the coolness displayed by Acting Master Face and Third Assistant Engineer Quinn when facing the heavy fire of artillery and musketry from the shore whilst the "Teaser" was standing in to cover the boat in which, as previously stated, Lieutenant Minor had gone to burn the "Congress." Several of his men were badly wounded.

The "Raleigh" early in the action had her gun carriage disabled, which compelled her to withdraw. As soon as he had repaired damages as well as he could, Lieutenant-Commanding Alexander resumed his position in the line. He sustained himself gallantly during the remainder of the day, and speaks highly of all under his command. That evening he was ordered to Norfolk for repairs.

The "Beaufort," Lieutenant-Commanding Parker, was in close contact with the enemy frequently during the day and all on board behaved gallantly. Lieutenant-Commanding Parker expresses his warmest thanks to his officers and men for their coolness. Acting Midshipman Foreman, who accompanied him as volunteer aid, Midshipmen Mallory and Newton, Captain's Clerk Bain and Mr. Gray, pilot, are all specially mentioned by him.

On the 21st instant I forwarded to the Department correct lists of the casualties on board all the vessels of the squadron on the 8th; none, it appears, occurred on the 9th.

While in the act of closing this report I received the communication of the Department, dated 22nd instant, relieving me temporarily of the command of the

squadron for the naval defense of the James River. I feel honored in being relieved by the gallant Flag-Officer Tatnall.

I much regret that I am not now in a condition to resume my command, but trust that I shall soon be restored to health, when I shall be ready for any duty that may be assigned me.

Very respectfully,

FRANKLIN BUCHANAN,
Flag-Officer.

HON. S. R. MALLORY,
Secretary of the Navy.

HISTORY

of the

WORLD FAMOUS BATTLE SHIP

MERRIMAC—VIRGINIA.

1855 to 1862.

A PERSONAL REMINISCENCE.

The U. S. Str. "Merrimac" was a steam frigate. Her hull was built at Boston, Massachusetts, her engines at Cold Springs, New York, and she was placed in commission in 1855. Early in 1856 she was officered and manned—with a crew of 650 specially selected men and an armament of 50 guns. She was estimated to represent the best type of war ship then known, and was sent to European waters as a specimen of the finest naval architecture then afloat, and from reports of her royal entertainment abroad she unquestionably proved to be all the United States government had claimed for her. Returning after a four years' successful cruise she was put out of commission at the Portsmouth, Virginia, Navy Yard, and upon the evacuation of Norfolk and Portsmouth, April 19, 1861, this ship, with others, was dismantled and burned to the water-line. After mature consideration the Confederate authorities determined to raise the 'Merrimac' and upon her hull to construct a powerful battery for the protection of Norfolk Harbor and the mouth of the James River. Upon plans supplied by a Virginian the work of construction proceeded until its completion.

The "Virginia," as she was afterward named, was covered amidships with a roof 170 feet long, built at an angle of 45 degrees, constructed of 20-inch heart pine and covered with 4-inch oak. Upon this wood backing there were two iron plates two inches thick and eight inches wide, one laid horizontally and the other vertically, bolted through the wood and clinched on the inside. Her bow was armed below water with a cast iron prow about 6 feet long, to be used as a ram. Her weakest element was her motive power, her old engines and boilers, which had already been condemned. Her ordnance consisted of 10 guns; two 7-inch steel-banded Brooke rifles mounted as pivot-guns at the bow and stern; two 6-inch rifles of the same pattern, and six 9-inch Dahlgren smooth-bore broadside guns. Her commander was Commodore Franklin Buchanan, one of the bravest and ablest officers of the old service. Her second in command was Lieut. Catesby Ap. R. Jones, distinguished both by ability and great gallantry. Her crew numbered 350, most of whom had volunteered from the army for the occasion, and the emergencies of the service allowed no time for either testing her engines or drilling her crew.

About 12 o'clock M., March 8, 1862, the "Virginia" cast loose from the wharf at the Navy Yard and steamed slowly to the work of the day—passing down the Elizabeth River cheered by our batteries, also by the soldiers and citizens who lined every available point on both sides of the river to witness the untried engagement of this new idea war-ship—the result of which was eagerly awaited by the whole world, for never had there been a bolder attack than was about to be made that day.

Passing through the obstructions at Craney Island she headed directly for Newport News, where the U. S. ships "Cumberland" and "Congress" lay riding at anchor, blockad-



1 "Merrimac" destroyed at the burning of the Norfolk Navy Yard, April 19th, 1861.

2 "Merrimac" in dry dock, being converted into the iron battery "Virginia."

3 "Virginia" passing Fort Norfolk, March 8th, 1862.

4 "Virginia" sinking the "Cumberland," March 8th, 1862.

5 "Virginia" engaged in battle with the "Monitor," in Hampton Roads, March 9th, 1862.

6 Destruction of the "Virginia," May 11th, 1862.

7 E. V. White, of Engineer Corps, in Confederate Naval uniform, taken Feb. 25th, 1862.

The above views (Nos. 1–6) are taken from original oil paintings by Mr. B. A. Richardson, of Norfolk, Va.

ing the James River. It was calm and clear—a beautiful day—nothing in the scene gave indication of the bloody and mortal conflict soon to occur. Ere she reached these ships several large men-of-war started from Old Point to the help of their sister ships; among them the "Minnesota," which grounded near Newport News point. The "Cumberland" was the first to open fire, and from these shots the first fatality aboard our vessel occurred—two wounded and one killed—by shot striking the hog chain and driving the same back into the ship. This opening fire was followed immediately by the "Congress" and every other available Federal gun that could be brought to bear on the "Virginia." Reserving her fire until within easy range the "Virginia's" bow-rifle was fired with terrible effect; and, as has elsewhere been stated, opened a hole in the "Cumberland" large enough for a horse and cart to drive through. We made directly for the "Cumberland." When at probably 50 yards distance, with slackened speed but with determined purpose we moved on toward the gallant ship and struck her the deadly blow, but with little jar to the "Virginia," backing our engines until we had cleared the disabled vessel. A shot from the "Congress" struck the muzzle of one of our broadside 9-inch Dahlgren guns, breaking off about two feet of it, killing one man and wounding a few others. Reversing our engines we passed the "Cumberland" which, though now sinking, was bravely fighting her guns and exhibiting a heroism worthy of all praise, and which entitled her to the renown that has since that day been attached to her name.

We then moved up the James River to a place of easy turning for our ship and started back, being joined in the meantime by the James River fleet, consisting of several steamers. Then, with probably one hundred guns firing upon us from various points, we came within 200 yards of the now grounded "Congress," upon which we opened fire. After we had delivered several well-directed shots that sent destruction to that ship and many souls to their eternal home, she hoisted the white flag and all firing ceased. Arrangements were then commenced for receiving the surrender and removing the dead and wounded from both the enemy's ships and our own. While our officers were aboard the "Congress" and many on the upper deck of the "Virginia," exposed because of the Federal's white flag, which was a signal for help, being displayed, the enemy opened fire from the shore battery upon us, wounding many, amongst them Commodore Buchanan, shot through the thigh, and Lieutenant Minor, shot through the side. Our boats were ordered to clear the "Congress" and Commodore Buchanan turned the command of our ship over to Lieut. Catesby Jones and instructed him to set fire to the "Congress." I received orders for three hot shots and soon that vessel was in flames. The "Cumberland" the while had gone down beneath the waters of the James, taking with her in that awful plunge many who had gallantly remained at their posts of duty.

It being now nearly dark and the work of transferring the dead and wounded to be conveyed to the naval hospital being completed, we steamed over to the buoy at Sewell's Point and came to anchor for the night. As one of the unfortunate ones at being on first watch, with so little rest, I was only compensated for the performance of this arduous duty by witnessing the grand and impressive sight of the explosion of the "Congress" later in the night—a scene too solemnly beautiful to attempt to describe.

Some idea may be gained from Northern writers of the consternation and excitement created at the North by this great naval engagement, from some of whom I quote, as follows:

"The swift work done by the 'Merrimac' on this occasion spread consternation throughout the Northern States. The blockade of the Atlantic Coast maintained at that time could not long last before this mighty and in-

vulnerable engine of destruction. New York, Boston and Washington would soon be threatened. The most alarming crisis of the Civil War was at hand. As the sun went down that night over Hampton Roads every Union heart in the fleet and in the fortress throbbed with despair. There was no gleam of hope. The 'Merrimac' was impervious to balls and could go where she pleased. In the morning it would be easy work for her to destroy our whole fleet. She could then shell Newport News and Fortress Monroe at her leisure, setting everything combustible in flames and driving every man from the guns. As the news of the terrible disaster was flashed over the country by the telegraph wires all faces wore an expression of consternation. The writer was in Washington at the time. Congress was in session. The panic cannot be described. There was absolutely nothing to prevent the 'Merrimac' from ascending the Potomac and laying the Capitol in ashes, providing there was sufficient depth of water to float the steamer and no one knew whether there was this depth or not, for no one knew the draught of the 'Merrimac.' Baltimore, Philadelphia, New York, Boston and Portland were in a state of terror. 'The 'Merrimac' could laugh at forts,' says Abbott in his history.

"The experiment of an hour had wrought an entire change in the naval architecture and in defensive fortifications throughout the world. Wooden frigates had almost ceased to be of any value. The blow which sunk the 'Cumberland' demolished also the fleets of England and France. All navies went down with that frigate into the abyss together. It is not too much to say that such a night of anxiety, of terror, of bewilderment, as followed the triumphant return of the 'Merrimac' to her anchorage behind Craney Island, this world has seldom witnessed before."

The next morning Sunday (March 9th), after an early breakfast, a consultation was held, the command having devolved on the gallant, able and courageous Cates-by Ap. R. Jones, than whom none deserved more honor for bravery and cool daring, under whose supervision, as executive officer, it may here be stated, the construction of the armament of the ship had been completed. It was decided to finish the destruction of the now almost abandoned "Minnesota," even while our ship was taking water freely at the opening in her bow, caused from the loss of the cast iron prow, left in the "Cumberland" when we ran into her. Our pumps had been kept busy during the night relieving the ship of water. However, we got under way, making for the "Minnesota," when suddenly we grounded on what is known as the "Middle Ground of Hampton Roads," and there we stuck for two or three hours. But before we had grounded the "Monitor" was discovered coming out from where the "Minnesota" lay aground. We opened fire upon her with our bow-rifle, but with no effect. Straight on she came toward us and when in a good position she let loose her heavy guns, giving us a good shaking up. Thus she continued circling around us, and every now and then throwing the heavy missiles against our sides. We, in response, as she passed around, brought every gun aboard our ship to bear upon her. It was now Greek against Greek; iron against iron! In the desperation of the fight the ships closed —actually touching sides—hurling hundred-pound shot which rattled against the mailed and impenetrable sides of the combatants in this tremendous duel and glanced off like hail! The contest was for the time so hot that the muzzles of the hostile guns almost touched each other, and both ship were enveloped in a cloud of smoke which no eye could penetrate! Flash and thunder-roar burst forth incessantly from the tumultuous maelstrom of darkness! Such bolts were never hurled from the fabled hands of Jupiter Olympus! Never before had ships met carrying such heavy guns. From both vessels the firing was executed with great rapidity and with equal skill, but with little effect on either vessel. Thus the duel raged with uninterrupted fury for four long

hours. However, our weak points seemed to be known by the commander of the "Monitor," and so well did he attack these that soon on the starboard midship over the outboard delivery, he so bent in our plating that the massive oak timbers were cracked, and from this and the continued ricochet shots of the "Minnesota" considerable concern was beginning to be felt by our commander and all on board. Soon we were relieved by the moving of our ship from the position which, for such trying minutes, we had occupied. Then, with a settled determination on the part of our commander to run the "Monitor" down as a last resort, seeing that our shots were ineffective, I was directed to convey to the engine room orders for every man to be at his post. We caught and did run into the "Monitor" and came near running her under the water; not that we struck her exactly at right angles, but with our starboard bow we drove against her with a determination of sending her to the bottom, and so near did we come to accomplishing our object that from the ramming and shot of our rifle-gun that blinded her commander, she withdrew to shoal water near the "Minnesota," whence we could not follow—never again to offer or accept battle with the "Virginia." After waiting on the ground of our victory without any signs of her return, for possibly an hour or more, we steamed up to the Navy Yard, receiving the shouts and huzzas of the thousands of our people who had witnessed the fight.

I wish to emphasize the *facts* just related of the collision with the "Monitor," and our desire to repeat it, and of her withdrawal from the field, as well as her refusal then or *thereafter* to engage in battle with the "Virginia," notwithstanding that this statement is in positive contradiction to the theory accepted in some parts of the North and published in the school histories of to-day.

By 4:00 o'clock we were in the dry-dock at the Navy Yard. The grand old ship was a picture to behold. You could hardly put your hand on a spot on the sides or smokestack that had not been battered by the shots of our enemy.

Large improvements to the "Virginia" were made under the supervision of Commodore Tatnall, of Georgia, who had assumed command owing to the disability of Commodore Buchanan. These improvements consisted of a new wrought iron prow, port covers, etc. When complete she went down to Old Point and offered battle to the "Monitor" and all of the great wooden warships of the U. S. Navy, including the "Vanderbilt," which ship had been specially brought forward to accomplish our destruction. We manned carefully four small steamers fully equipped to capture the "Monitor" if she came within reach, and while one or more of these boats might have been destroyed if either had reached her, so well was our late antagonist's build then understood, she would, in my deliberate judgment, have been captured. Neither the "Monitor" nor any of the large ships the United States government had ordered there would come out from under the guns of Fortress Monroe, while one of our steamers, the "Jamestown," was sent in near Hampton and captured three schooners loaded with hay and grain, and carried them safely to Norfolk.

After cruising about in challenge for battle, without having it accepted, the Commodore ordered a gun fired to the windward, returned to the buoy off Sewell's Point, and anchored for the night. The next day we came to Norfolk for repairs to the boiler. A few days thereafter, completing our repairs, we heard heavy firing and received orders to go the help of our batteries at Sewell's Point that were being bombarded by the "Monitor" and other ships. We were soon under way and steered directly for the "Monitor" and other Federal ships then shelling at that point; but as we approached they ceased firing and retreated below the forts, we following until we exchanged several shots with the Rip Raps. With considerable disappointment Commodore Tatnall ordered the ship back to her buoy at Sewell's Point. The next day, I think, or

soon thereafter, we noticed our batteries were not flying our flag and upon inquiring the cause we learned that Norfolk was being evacuated, thus ending the necessity for holding our present position.

The next thing to do was either to go out to sea, which all agreed to do if permitted, or to go up the James River. Orders were received to go up to Richmond. Upon consultation with the pilots we learned that if we could lighten the ship enough to let her draw four or five feet less we could get over the bar. This action was agreed upon and all were set to work throwing over the ballast and other articles in order to bring her up to 18 feet draught. We were informed, however, by 12 o'clock Saturday night that we could not get up the river for some reason and now being exposed by having some two feet of the wooden hull out of the water, nothing was left but to destroy the ship in order to keep her from falling into the hands of the enemy. She was then run aground above Craney Island and the work of destruction commenced. We had but few boats with which to land our large crew safely on shore; consequently we had to leave all our personal effects on board the steamer.

I was one of 10 selected to destroy the ship and held the light for Mr. Oliver, the gunner, to uncap the powder in the magazine to insure a quick explosion and, necessarily, was among the last to leave her decks. A more beautiful sight I never beheld than that great ship on fire; the flames issuing from the port-holes, through the grating and smoke-stack. That conflagration was a sight ever to be remembered.

Thus closed the life—Saturday night, May 12, 1862—of our gallant ship. Our crew landing Sunday morning, possibly about 4 o'clock, we had to walk to Suffolk, arriving there that night, having been without food since Saturday noon. We took the train and reached Richmond the next day and were ordered to Drury's Bluff. There we kept the enemy from Richmond—stopped the progress of the entire fleet, including the "Monitor," that had refused to meet the same men when on the decks of the "Virginia." With considerable loss to them, and but little to us, we drove the entire Federal fleet back down the river.

E. V. White, of Georgia,
(now a resident of Portsmouth, Va.)
Ass't Engineer Str. "Virginia," C. S. Navy.

In writing the above recollections I think it pertinent to state my position during those trying times of the memorable "Virginia."

I was stationed on the gun deck in charge of the gong and speaking tube leading to the engine room and directly under the commanding officer of the ship for conveying his orders to that department for starting, backing and stopping the engines and bringing hot shot to the guns from the fire-room—having five port-holes on bow and sides through which to witness all that was occurring during those days.

E. V. W.

The commander of the "Gassendi," a French man-of-war, who witnessed the combat, made a report to his government from which the following are extracts:

"On the morning of the 8th, light breeze from the N. N. W.; very fine weather; slight ebb tide. About 12:40, a mass, having the appearance of a barrack's roof surmounted by a large funnel, appeared at the entrance of Elizabeth River, a little inside of Sewell's Point. Every one recognized the 'Merrimac' immediately, which, accompanied by two gunboats, the 'Beaufort' and the 'Raleigh,' advanced slowly toward the channel of Hampton Roads. After several evolutions, executed doubtless to assure herself of the good working of her machinery, the 'Merrimac' seemed for an instant to turn back toward Norfolk; but in a short after she boldly started again on her course at an apparent speed of six knots, standing for the Federal sailing frigates 'Cumberland' and 'Congress,' anchored at the entrance of the James River. The two gun-

boats remained at the entrance of the Elizabeth River to watch the movement of the Federal vessels anchored off Fortress Monroe.

"The Federal naval force at the anchorage consisted of the screw frigate 'Minnesota,' for more than a month cleared for action, with steam up; of the screw frigate 'Roanoke,' also cleared for action, but which an inexplicable negligence had allowed to remain for four months with her main shaft broken, and which tried to deceive the enemy by a useless blowing off of steam; of the sailing frigate 'St. Lawrence,' which had arrived the day before to replace the 'Cumberland' at Newport News, and which had anchored at quite a distance outside; of two three-masted ships, each armed with six cannon. There were besides four gunboats, paddle-wheel or screw; half a dozen tugboats (each carrying a 30-pounder Parrott), and an equal number of ferry boats. Not one of these vessels appeared to notice the arrival of their formidable enemy in the Roads and it was more than a quarter of an hour after her appearance that a shot fired by one of the gunboats announced that she was in sight.

"At about 1:30 the 'Minnesota' hoisted her jib and started at moderate speed, aided by a tugboat towing by the starboard side. The 'Roanoke,' towed by two tugboats, followed her more slowly still. Having arrived near the Rip Raps the 'Minnesota' stopped and ran out lines as though to take the 'Roanoke' in tow; but she soon appeared to relinquish that and about 2 o'clock she at length started at a speed of seven or eight knots standing toward Newport News, where the engagement took place. Her tugboat (the 'Dragon'), then went to the aid of the 'Roanoke,' which continued to advance slowly, her three tugs being unable without great difficulty to make her stem the current.

"The paddle-wheel gunboat, 'Whitehall,' and the screw gunboat, 'Mystic,' bore off toward Newport News also, but they took a very minor part in the fight. As these vessels come abreast of Sewell's Point battery that battery opened fire on them. They replied to it; but this fire at long range (about 2,500 meters), to which was added that of the Rip Raps, could but produce an insignificant effect.

"About 2:30 the 'Minnesota' ran aground on the shoals north of Hampton Middle Ground, a mile from Newport News. The Southern batteries and gunboats fired upon her at long range. The 'Roanoke' fearing, doubtless, to take ground also, which her want of speed rendered imminent, then changed her course and, spreading her sails, came back to the anchorage off the Fortress, where she arrived about 4 o'clock. The tugs went to the aid of the "Minnesota.' The 'Mystic' came back to the anchorage also about the same hour, and the frigate, 'St. Lawrence,' which up to that time had steadily proceeded toward the scene of the engagement, imitated likewise the maneuver of the 'Roanoke' and 'Mystic.'

"The 'Merrimac,' however, had continued to direct her course toward the frigates which she wished to destroy. The two gunboats had rejoined her and at 2 o'clock she was at the entrance of the James River. She was immediately greeted by a violent cannonade from the two frigates and from the batteries of Newport News. The Confederate battery at Pig Point replied. The fight was then hidden from us in a great measure by the point, which allowed us to see only the masts of the frigates; but we were able to estimate the force of the fire, which during a quarter of an hour, particularly, was of the hottest. We could see the entrance of the river constantly swept in all directions by the shot that ricochetted and the strength of the detonations indicated to us that they were guns of the heaviest calibre, which were testing the armor of the 'Merrimac.' This vessel, after having delivered a broadside at the 'Congress,' the nearest of the two frigates, advanced toward the 'Cumberland,' whose formidable battery might well be dreaded, and struck her amidships at a speed of four or five knots, partially breaking her ram. After drawing off two ships' lengths, and having delivered a second broadside at

the 'Congress,' the 'Merrimac' a second time rammed the 'Cumberland,' which sank almost immediately. It was then about 2:30. It would seem that this second blow was unnecessary.

"The two steamers, 'Yorktown' and 'Jamestown,' which, having descended the James River, awaited a little higher up the moment of attack, after having opened fire upon the 'Congress' in passing, appeared in Hampton Roads and engaged in a very sharp fight with the two Federal gunboats and the stranded 'Minnesota.'

"The 'Merrimac' reappeared also outside the point, fired alternately at the 'Congress' and the batteries of Newport News, while the Southern gunboats did likewise. Toward 3 o'clock that frigate hoisted her jib, sheeted home her topsails, ran forward a ship's length and grounded immediately on the sand banks south of the entrance of the river. Almost at the same instant she struck her colors, which she replaced by a white flag and a little later she hoisted another at the mainmast.

"It was at this time that the following incident occurred, of which the Southern papers complain:

"So soon as the white flag had announced to the Confederates the surrender of the frigate, they ceased firing and one of their gunboats, the 'Raleigh,' approached her and ran alongside of her on the starboard side to take off the officers and to tell the crew to go ashore in their boats; but at the moment that the gunboat in good faith came alongside the frigate guns fired by the Federals hid in the edge of the woods and some also from the 'Congress,' killed and wounded many officers and sailors of the 'Raleigh.' Some men, even on the 'Congress,' were struck by balls coming from the land. This incident, of which the Confederates have bitterly complained, has been copied by the majority of the Northern newspapers; not one has contradicted it. One of them (the *New York Herald*, of the 14th) has, on the contrary confirmed it.

"The 'Merrimac' continued to fire at the batteries of Newport News up to the moment that the 'Raleigh' drew off from the 'Congress' (about 4 o'clock). All of them drew near to the 'Minnesota' which, still aground and slightly inclined to starboard and surrounded by three or four gunboats, exchanged shots at long range with the 'Yorktown' and 'Jamestown.' The 'Roanoke' was already *en route* for the anchorage. The 'St. Lawrence,' which arrived on the scene of action, took part but for a short time and everything looked as though the resistance of the 'Minnesota' could not be prolonged.

"However, the shoalness of the water did not permit the 'Merrimac' to draw near to the frigate and the other vessels were of too slight a build to expose themselves near her powerful battery.

"The combatants appeared, besides, exhausted by the emotions and fatigue of a continued struggle of more than three hours. Perhaps the Confederates, almost sure of taking the frigate on the morrow, did not wish to damage the hull nor the machinery too much. However it may be, the fire slackened a great deal. About 6 o'clock it had entirely ceased and the vessels disappeared little by little in the fog which obscured the horizon. At 7:30 the 'Congress' was on fire and blew up at midnight with a tremendous report. The Confederates had succeeded, besides, in cutting out in the James River and taking to Norfolk the water tank 'Reindeer,' which alone supplied the fort and vessels with water.

"Everything seemed desperate on the evening of the 8th and a general panic appeared to take possession of everyone. The terrible engine of war, so often announced, had at length appeared and in an hour at most had destroyed two of the strongest ships of the Union, silenced two powerful land batteries and seen the rest of the naval force, which the day before blockaded the two rivers, retreat before her. Several vessels changed their anchorage and all held themselves in readiness to stand out to sea at the first movement of the enemy. Everything was in confusion at

Fortress Monroe; ferry boats, gunboats and tugboats were coming and going in all directions; drums and bugles beat and sounded with unusual spirit. Fortress Monroe and the battery of the Rip Raps exchanged night signals without intermission. In spite of the assistance of half a dozen steamers, the 'Minnesota' could not succeed in getting afloat again and I learned that a council of war held on the subject even entertained for a moment the thought of burning her. Already seven or eight guns had been thrown overboard and some others spiked, when about 8:40 the 'Monitor' (Ericsson battery) arrived, which was to save the 'Minnesota' and the rest of the vessels at the anchorage.

"The sending of this new auxiliary restored the shaken confidence. She immediately directed her course toward the place where the frigate was stranded and anchored beside her. The Confederate vessels had taken their position under Sewell's Point, and the night passed without incident, each one awaiting with impatience the results of the trial of the morrow.

"On the morning of the 9th, slight breeze from the east; very fine weather; light fog.

"At daylight, at the entrance of the Elizabeth River, the Confederate vessels were seen under steam, the 'Minnesota' still unmovable, and to the left of her, scarcely visible, a small black mass, surmounted by a curl of smoke.

"At 8 o'clock the fog completely dispersed. The 'Merrimac,' preceded by the 'Jamestown' and 'Yorktown,' stood for the Federal frigate. The lighter vessels commenced the attack, but the little black mass had put itself in motion and soon a cloud of smoke and the noise of two loud reports apprised the gunboats with whom they had to deal. They were then seen to abandon the attack and retire under the batteries of Sewell's (Point), leaving the 'Merrimac' to defend alone the honor of their young flag. The 'Minnesota,' occupied in efforts to get herself afloat, only took part in the fight at long intervals, and the action resolved itself into a veritable duel between two batteries. They engaged in the fight at first at long range, but the two enemies were not slow in coming together, each one striving to find the weak spot in the armor of her adversary. In this contest of naval tactics entirely in a narrow channel of little depth, the 'Monitor,' whose draft is not half that of the 'Merrimac,' had an enormous advantage over the latter. Sure of her workings she could run at full speed, approach or retire, as she judged best, without fear of running aground. The Confederate battery, on the contrary, could not move nor perform any evolutions except with the greatest precaution, in spite of the evident great skill of her pilot.

"At the commencement of the action she grounded and remained immovable for a quarter of an hour. However, the fight continued with an equal ardor. Several times in their evolutions the two adversaries fired upon each other at a distance of a few meters, and in spite of their powerful batteries the projectiles bounded off perfectly harmless, apparently.

"Once the 'Merrimac' ran into the 'Monitor,' but whether her ram had been completely broken the day before or whether it was placed too high, she struck her enemy at the waterline and produced only a slight depression on the powerful armor plating which protected that part. Shortly after, the flagstaff of the 'Merrimac' was shot away by a ball and the tops in the Roads, as well as the ramparts of the fortress, saluted this accident with frantic hurrahs as a victory. But soon a sailor appeared on the gratings showing at the end of a staff the flag which had for an instant disappeared.

"Two or three times the Ericsson battery drew near to the 'Minnesota' and stopped firing to cool her guns. The frigate then fired a broadside at the 'Merrimac,' which replied with energy, and one of her balls struck the boiler of the tugboat 'Dragon,' which moored alongside of the stranded vessel held herself in readiness to take her in tow. The boiler exploded, causing the 'Dragon' to sink, scalding and wounding several men.

"At length, about 12:30, after four hours

of fighting, the 'Merrimac' started for Sewell's Point.

"The 'Monitor' came up to the 'Minnesota' and a little while after all the Confederate flotilla returned to Norfolk.

"During the following night the stranded frigate was gotten afloat, and at 2 A. M. of the 10th, one of the gunboats which had taken part in the fight, the 'Whitehall,' took fire and blew up at two cable lengths from the 'Gassendi.' At daylight the 'Minnesota' and the 'Monitor' anchored in the Roads.

"The 'Merrimac' appeared to me to have received 50 or 60 shot. The funnel was literally riddled, and the flagstaff shot away. None of the shot had made a very serious impression. The first iron plate of the armor, sometimes the second, was broken, but nowhere was the armor penetrated. Owing to the slope of the sides, even when the iron would break under the blow, there was no internal bending of the entire structure, as nearly always happened to the Ericsson battery. The unbroken plate remained almost intact. However, from the concussion caused by two shots, one at the edge, the other below the water-line, a piece of wood flew off inside, but the vessel did not make water in either case. The sloping arrangement of the separate and not very wide plates, fastened on the inside by nut-bolts, allowed the 'Merrimac' to be promptly repaired.

"During the morning of the 9th a ball from the 'Monitor' parted her ('Merrimac's') chain a little below the hawse hole, the anchor dropped and the chain, violently driven inward, seriously wounded a man. A gun was broken at the muzzle. They, nevertheless, continued to fire it without accident.

"It is asserted that at the time of the ramming of the 'Cumberland' a part of her crew leaped on the roofing of the 'Merrimac,' but they slid off the incline plane and the greater part were drowned. It is doubtless to this incident that the disappearance of 200 men from that ship is due.

"The 'Monitor' was hit by 23 projectiles. Some shells were thrown by the 'Minnesota' at the 'Merrimac,' and they produced no more effect than a blow of a hammer. The balls from the 'Merrimac,' especially those fired almost muzzle to muzzle, produced some results. Three cylindro-conical balls fired from the rifle guns made an indentation nearly four inches deep on the armor plating. Two of them made an equally deep indentation on the inside of the turret, and a man leaning against the inside walls at the place receiving the blow was thrown forward and wounded. A third projectile struck one of the iron plates of the pilot-house and made such a depression that iron splinters were violently thrown off and blinded the captain, who at that moment was leaning his head against the plate. The other shots which reached the 'Monitor, and were for the most part round did not appear to me to have produced a very great effect, those especially which struck the sides perpendicularly: two, however, struck the side at the edge of the deck, lifting and tearing it, causing the iron plates to give way and breaking three of them. The others only produced insignificant effects."

The above minute detail of the great combat by a foreigner and disinterested witness should put at rest forever the oft repeated assertion that the 'Monitor' defeated the 'Virginia.' The French ship was at anchor between Sewell's Point and the Rip Raps; and her commander had a good view of all that transpired, and his plain statements conclusively prove that the "Monitor" did not obtain a victory over the "Virginia."

Surgeon D. B. Phillips of the "Virginia" reported the casualties of the 8th as follows:

"Flag-officer F. Buchanan wounded in the left thigh, a minie-ball having passed entirely through the fleshy portion, grazing femoral artery and inflicting a serious wound. Lieut. R. D. Minor wounded in the left side. Midshipman Marmaduke, slight wound on the arm. Killed, Charles Dunbar, and —— Waldeck. Wounded, William Burkes, seaman; John Capps, Company E, 41st Regiment; A.

J. Dalton, Company E, 41st Regiment; Emerson Ivas, seaman; and John Leonard, seaman." The Federal loss in the battles of the 8th and 9th of March was 201 killed and 108 wounded—the Confederate loss, 7 killed and 17 wounded.

On the 8th and 9th of March, 1862, the Confederate States fleet successfully encountered, defied and beat a force equal to 2,960 men and 220 guns as follows:

"Congress," burned, 480 men, 50 guns.
"Cumberland," sunk, 360 men, 22 guns.
"Minnesota," riddled, 550 men, 40 guns.
"Roanoke," driven off, 550 men, 40 guns.
"St. Lawrence," driven off, 550 men, 40 guns.
Two or three gunboats, disabled, 120 men, 6 guns.
"Monitor," iron-clad, disabled and driven off to shoal water, 150 men, 2 guns.
Forts at Newport News silenced, 200 men, 20 guns.

OFFICERS OF THE "VIRGINIA."

Commodore Franklin Buchanan, of Maryland.
Lieutenant Catesby Ap. R. Jones, of Virginia.
Lieutenant Charles C. Simms, of Virginia.
Lieutenant Robert D. Minor, of Virginia.
Lieutenant Hunter Davidson, of Virginia.
Lieutenant John Taylor Wood, of Louisiana.
Lieutenant J. R. Eggleston, of Mississippi.
Lieutenant Walter R. Butt, of Portsmouth, Virginia.
Midshipman R. C. Foute, of Tennessee.
Midshipman H. H. Marmaduke, of Missouri.
Midshipman H. B. Littlepage, of Virginia.
Midshipman W. J. Craig, of Kentucky.
Midshipman J. C. Long, of Tennessee.
Midshipman L. M. Roots, of Virginia.
Paymaster, James Semple, of Virginia.
Surgeon, D. B. Phillips, of Virginia.
Assistant Surgeon, A. S. Garnett, of Virginia.
Captain of Marines, R. T. Thom, of Alabama.
Chief Engineer, H. Ashton Ramsey, of Virginia.
Assistant Engineer, John W. Tynan, of Virginia.
Assistant Engineer, Louden Campbell, of Virginia.
Assistant Engineer, Benjamin Herring, of North Carolina.
Assistant Engineer, E. V. White, of Georgia, now of Portsmouth, Va.
Assistant Engineer, E. A. Jack, of Virginia.
Assistant Engineer, Robert Wright, of Virginia.
Boatswain, Charles H. Hasker.
Gunner, Hugh Lindsay.
Clerk, Arthur Sinclair, Jr.
Volunteer Aid, Douglas F. Forrest.
Captain, Thomas Kevill, United Artillery.
Pilot, William Parrish.
Pilot, William Clarke.
Pilot, Hezekiah Williams.
Pilot, George Wright.
Sergeant Tabb, Signal Corps.

Commodore Josiah Tatnall relieved Admiral Buchanan in command. On the 11th of April he took the "Virginia" and steamed down to Hampton Roads, expecting to have a desperate encounter with the "Monitor." In vain did the "Virginia" endeavor to prevail on the "Monitor" to leave her place of retreat, under the guns of Fortress Monroe. Proudly she sped to and fro through the water, challenging her opponent to come forth and do battle, but the challenge was unheeded. Finding her efforts to coax the "Monitor" out unavailing, she opened at 4 o'clock, precisely, on a large gunboat and a small tug boat with a large gun on her, both of which kept lurking around the shore, close into Hampton Creek, immediately in the vicinity of the Chesapeake Female Seminary (now the Soldiers' Home); at these she fired three shots, which were promptly responded to by each of them. The first shot the "Virginia" fired, appeared, from the position the writer occupied, to strike the water and pass right over the tugboat, going over on the land. The gun on board the small tugboat seemed to have a much longer range than that on board her larger consort, the shot from which fell short each time as far as the little tug boat's gun overshot the mark.

This battle was carried on at long range, be it remembered, as these vessels kept their position in shallow water where they knew it was impossible for the "Virginia" to get at them. Several of the shot from the little tug boat passed away over the "Virginia," and came in very uncomfortable proximity to the English and French vessels lying in the rear. There were some nine or ten shots exchanged on this occasion, and the "Virginia," finding it impossible to get the "Monitor" out, retired to her anchorage near the city.

The prizes captured by the fleet were the brig "Marcus," of Stockton, New Jersey; brig "Saboah," of Providence, and schooner "Cathrine T. Dix," of Accomac. The two brigs were loaded with hay—one of them having

stalls for the accommodation of horses. The schooner was not loaded.

The prisoners numbered 13 in all,—11 white men and two negroes. The latter, as also three of the white men, hailed from the Eastern Shore of Virginia.

The fleet returned about 6 o'clock and came to anchor between Fort Norfolk and Craney Island. Shortly after their return, two Federal steamers, which had been caught at Newport News, and which remained out of sight while the "Virginia" was in the Roads, embraced the opportunity afforded them by her withdrawal, to advantage, and proceeded at once to Old Point.

One battery engaged the Federal fleet when they bombarded the Sewell's Point fortifications on the 8th of May. This attack was vigorously made by the "Monitor" and the whole squadron from Old Point. The shower of great shells thundered and exploded all around us and some of the guns at the main fortifications were silenced; but as soon as the "Virginia" hove in sight our assailants immediately retreated under the guns of Fortress Monroe. Although thus twice challenged, the "Monitor" would never risk another fight with the "Virginia."

On the 10th of May the evacuation of Norfolk county was ordered and all troops were withdrawn from the seaboard. The C. S. S. "Virginia" was destroyed by her own crew, who had made her the marvel of the world; Lieutenant Jones says:

"In order that the ship might be carried up the James River we commenced to lighten her, but ceased on the pilots saying they could not take her up. Her shield was then out of water; we were not in fighting condition. We therefore ran her ashore in the bight of Craney Island, landed the crew and set the vessel on fire. The magazine exploded about 4:30 on the morning of the 11th of May, 1862. The crew arrived at Drewry's Bluff the next day, and assisted in defeating the 'Monitor,' 'Galena' and other vessels on the 15th of May. Commodore Tatnall was tried by court-martial for destroying the 'Virginia,' and was 'honorably acquitted' of all the charges. The Court stated the facts and their motives for acquitting him. Some of them are as follows: 'That after the evacuation of Norfolk, Westover, on the James River, became the most suitable position for her to occupy; that while in the act of lighting her, for the purpose of taking her up to that point, the pilots for the first time declared their inability to take her up. * * * That when lightened she was made vulnerable by the attacks of the enemy. * * * The only alternative, in the opinion of the Court, was to abandon and burn the ship then and there, which, in the judgment of the Court, was deliberately and wisely done.'"

There are side by side in the cemetery attached to the Naval Hospital at Portsmouth, the graves of two of the subjects of Queen Victoria, both of whom were killed on the 8th of March, 1862,—in the same battle, but on opposite sides. The "Virginia," as she steamed down the harbor on that day to engage the Federal fleet in Hampton Roads, was accompanied by several small gunboats, among which was the "Beaufort," and on the "Beaufort" was a gallant British sailor named William Robinson. He was a young man only 28 years old and was conspicuous for his bravery. He was killed by a musket ball fired from the shore batteries at Newsport News, and was buried here. By his side lies the remains of a young Irishman, Thomas Fay, who was killed on the United States frigate "Cumberland" by a shot from the "Virginia," and thus these two men, subjects of the same nation, fighting as volunteers against each other, fell on the same day and were buried together.

CHAPTER VII

MILITARY HISTORY OF THE COUNTY -Continued

Norfolk County under Military Rule—Post-Bellum or Reconstruction Times—Patriotism of Confederate Soldiers and Sailors—List of the Soldiers and Sailors of Norfolk County—Confederate Flags and Great Seal—Sisters of Mercy.

The evacuation of Norfolk county by the Confederates was the occasion of great distress to the people and their worst fears of military rule by the invaders were fully realized. It is a dark and dreadful chapter in the history of our county. The infamous tyranny of the Federal commanders exceeded that of Dunmore's in the Revolutionary era. Old men, women and children were subjected to every conceivable indignity from both white and black soldiers. Where the out-posts were stationed in the country, negro soldiers paced in front of the farm houses and sometimes at the dead of night they would fire musket balls through the window glass to terrify the defenseless women and children. Upon flimsy pretexts old men were thrown into prison, incarcerated in jails or the casemates at Fortress Monroe; savages of war were turned loose to tyrannize over the people, and destroy their property. David M. Wright, a prominent physician and respected citizen of Norfolk, with proud spirit, resenting an insult by an insolent officer of a negro company, shot him down in hot blood, and was executed under Butler's rule.

A Confederate flag was stretched across the narrow gateway to the ferry to force the people to trample upon it—a contemptible scheme to humiliate the inhabitants. A young lady, not to be forced to degrade her own flag, picked it up, concealed it under her cloak and disappeared in the crowd. A file of soldiers was quickly called to recover the banner, but could never find the dashing girl who rescued the Southern Cross.

Churches were seized, converted into hospitals, barracks, and stables, and some entirely destroyed. Ten or 12 public school houses were torn down and the material used for camps.

The noble and devout rector of Trinity P. E. Church, Portsmouth, who ministered to the spiritual needs of his flock for 50 years—honored, respected, loved by them and the good citizens of all denominations, was thrown into prison and humiliated as a common felon because he omitted from prayers the name of the President, whose minions were insulting and murdering his kinsmen. Hear the Orders!

Headquarters Norfolk and Portsmouth
Norfolk, Va., Feb. 25, 1864.
(Extract.)

IV. It having been reported to the General com-

manding that J. H. Wingfield, of Portsmouth, is an avowed secessionist and that he takes every opportunity to disseminate his traitorous dogmas much to the annoyance of his loyal neighbors, and that on one occasion at a place of worship, while the prayer for the President of the United States was being read, his conduct was such as to annoy and disgust the loyal portion of the congregation, and believing a wholesome example is necessary for the benefit of Mr. Wingfield in particular, and the class in this community he represents in general, men of education and ability, who use the talents God has given them for the purpose of stirring up strife against the government of the United States, it is therefore ordered that the Provost Marshal arrest Mr. J. H. Wingfield and that he be turned over to Colonel Sawtelle, to work for three (3) months cleaning the streets of Norfolk and Portsmouth, thus employing his time for the benefit of that government he has abused, and in a small way atone for his disloyalty and treason.

By command of
BRIG.-GEN. E. A. WILD,
GEORGE H. JOHNSTON,
Capt. and A. A. G.

HEADQUARTERS 18TH ARMY CORPS,
DEPARTMENT OF VIRGINIA AND NORTH CAROLINA,
FORTRESS MONROE, March 1, 1864.

The remainder of the sentence imposed by Brig.-Gen. Wild upon the Rev. Mr. Wingfield is remitted. He will be sent to Capt. Cassel's at Fortress Monroe for custody.

His punishment is remitted not for respect for the man, or for his acts, or because it is unjust, but because its nature may be supposed to reflect upon the Christian Church, which by his connection with it has been already too much disgraced.

By command of
MAJ.-GEN. BUTLER,
A. F. PUFFER,
Capt. A. D. C.

The names of Butler and Dunmore are imperishable insignias of infamy to the people of Norfolk County.

POST BELLUM OR RECONSTRUCTION TIMES.

The "Red Rock" days came upon the people of Norfolk County after Appomattox.

The tyranny of Butler, Viele and Wild, was reinforced by the swagger of the carpet-baggers and the boasts of the insolent negroes.

Confederate soldiers bearing the honorable parole of Gen. U. S. Grant were arrested and dragged before the provost marshal to have the buttons cut from their war-worn uniforms in the presence of gaping, motley crowds of negroes and whites. No despot's sceptre ever struck more crushing humiliation to a brave and proud people than these uniformed cormorants in the name of Republican government. They used the camp followers to gather the "spoons" and rifle graves for their pockets. The new Constitution was the nest of fraud, which laid the burdens of taxation to enrich the coffers of carpet-baggers, who hood-winked their negro allies with the cry of "40 acres and a mule" from the confiscated property. Intelligence, worth and virtue were silenced under the hideous rule of ignorance and vice. Plunder under the forms of law was the aim of the ravenous schemers, who cried aloud in the name of loyalty to hide their booty.

The most contemptible of all the crimes in these unhallowed days was the shackling of our captive chieftain Jefferson Davis, and the indignation in every Southern home is aptly expressed in the editorial of the *Norfolk Day Book* of Tuesday evening, June 19, 1868: "No man, except with a dead soul, like that of the *Tribune*, can read the account of the shackling of JEFFERSON DAVIS, without feeling his bosom heave with emotion and indignation. The monstrosity of the order was well calculated to astound the political victim, the embodiment of the lost cause, and make him grasp for breath, and clutch his throat with the bony fingers of his right hand, his wasted figure towering to its full height, swelling with indignation and shrinking, not in terror, as is said, but in the indignation of his courageous manhood, from the sight of the rattling shackles. Properly did he characterize the orders when, losing temporary control of his feelings, he shouted,—'They are orders for a jailor—a hangman—which no soldier wearing a sword should accept. I tell you the world will ring with this disgrace. The war is over, the South is conquered. I have no longer any country but America, and it is for the honor of America, as for my own honor and life, that I plead against this degradation. Kill me! Kill me!' he cried passionately, throwing

his arms wide open, and exposing his heart, 'rather than inflict on me, and my people, through me, this insult, worse than death.'

"He resisted with all his strength, it is reported, the effort of the smith to place the shackles on his feet, until at last overcome they were fastened on. When the order was accomplished, Mr. Davis lay for a moment as in a stupor. Then slowly raising himself, and turning round, he dropped his shackled feet to the floor. The harsh clank of the striking chain seems to have recalled him to a sense of his situation, and dropping his face into his hands, he burst into a passionate flood of sobbing, a manly outburst of feeling, swaying to and fro, and muttering at brief intervals 'Oh, the shame, the shame!' And yet there are ghouls and ravens in the garb of humanity, who will chuckle over this description, either as a sensational story, or, if true, justify the unnecessary outrage, and the unjust and inhuman order.

"The South, however, will view the statement by which the iron entered into the soul of the embodiment of her cause, as a shackling of herself, which was the foreshadowing of that political shackling, which the radical Thugs in Congress are now seeking to rivet upon her limbs, led on by the bloodthirsty men that control the legislation of the country. The clank of those fetters will resound through the future for centuries to come, and the biting irons will take their place beside those which once bound the limbs of the great GENOESE."

Another episode which aroused the ire of our people was the conduct of *conquering heroes* (?) in regard to the memorial window in Trinity P. E. church, Portsmouth, Virginia.

The following extracts from letters written here in 1868 show the condition of the minds of Southerners on the subject.

From a letter dated April 14, 1868,—

Sunday we went much surprised on going to church to see a magnificent memorial window in the middle south window. It represents Virginia weeping for her sons. A female figure is leaning on a monument, and inscribed on the monument: "To the memory of James G. Hodges, Bristoe B. Gayle, Alexander B. Butt, Frank N. Armistead, William H. Cocke, William H. Bingley, St. Julien Wilson, Stephen A. Cowley, A. Dulaney Forrest, who died during the years 1861 and 1865 in defense of their native State, Virginia, against the invasion by the U. S. forces."

On the upper part of the window is the face of an angel, with outstretched wings, and it is the most beautiful thing I ever saw. The Yankee pew-holders took offense at the word *invasion*, I suppose, and yesterday your father received the following communications, which I think you would like to see. You will see that no reason is given for their withdrawal. One of the "dissatisfied," in a conversation with your father, expressed the hope that there will be some alteration made in the window so that the Navy Yard people may return. But I reckon they will wait a long time for that. Not one member of the whole congregation will ever give their consent to have one word erased—not if the whole Yankee nation would come to see us. All this took place yesterday. This morning Mr. J. E. rented one of the pews vacated by "Their Honors." Captain H. thinks he will take another, and I reckon that Mr. N. will take one. Mr. G. says he will increase his pew-rent 100 per cent. We do not know by whom the window was presented to the church. We at first thought it was our old pastor, but we hear now that he did not. The donor wishes his or her name to be kept secret. Captain Rodgers says in his letter: "I regret very much to leave Trinity Church, but as I cannot with propriety continue to be a member of its congregation, I beg leave to withdraw from it and give up my pew." H. Newell, chief engineer, wrote: "Circumstances compel me to withdraw from the congregation of Trinity Church. You will please consider my pew vacated."

Commander Pattison writes: "I regret the necessity that compels me to relinquish my pew in Trinity Church from this date." Capt. George H. Cooper says: "Owing to circumstances I respectfully resign the pew taken by me in Trinity Church." He only rented it last Saturday. Some are afraid that the military are carrying such a high hand that there will be an order sent to have the window taken out, but I reckon they will have to do it themselves, for not one of us would lend a hand.

From a letter dated April 30, 1868.

Since I last wrote you we have been in a real stew, first on account of the memorial window, which it was thought the military would order to be removed. Yesterday I heard that they thought it was a matter with which they had no right to interfere, and therefore no notice would be taken of it. To-day we learn that an order had been issued for its removal, but that the officers of the Navy Yard had protested against it and the order had been countermanded.

It is no more than they should have done, as they were the ones to kick up such a fuss about it. I shall be much surprised if the matter remains quiet. * * *

Two of the officers took their pews again and the

other officers also, as they heard that a cover had been placed over the inscription, which was really the case. Our dear old pastor, who presented the window to the church, was so disturbed to think that he had given offense, when his only object was to give a pleasant surprise, that he had a piece of black cloth placed over the inscription. That, again, caused the "Rebel" blood to rise and a young Confederate soldier removed the cloth, for which everyone condemns him, as it was placed there by the donor, and the Confederate was not a resident of this place and had no right to meddle with it at all.

Your father asked Captain Cooper, when he told him that they had heard that the inscription had been covered, if they took their pews with the knowledge that the cloth had been taken off. He said they were aware of that. But the next day he returned to say that he and Lieutenant Hammersly would retain their pews, but the other officers declined taking theirs. Citizens of the city have come in and rented the vacated pews.

From a letter dated May 16, 1868.

Since I wrote you last the Yankees have compelled us to take out of our church our beautiful memorial window. They actually (so we hear from various sources, and Father Plunkett says he read the order at the Navy Yard) received an order from Washington from the Secretary of the Navy to close the Navy Yard gates if the window was not removed before Saturday night. Of course the throwing of a thousand or more men out of employment was calculated to bring on a horrible state of things, and fears were entertained that the church would be torn down. That would have roused the Southerners, who as it is are much excited, and our dear old pastor concluded that the best way to preserve the peace would be to take the window out, but we all hope that the time is not far distant when it can be put back again. * * *

We have learned through Father Plunkett that an appropriation had been made by the "Best Government in the World" for the repairs of the Hospital building and the sea-wall, but afterward orders had been received to suspend the work until it was known what would be done with the window.

HEADQUARTERS SUB. DISTRICT OF NORFOLK AND PORTSMOUTH.

NORFOLK, VA., April 18, 1868.

To the Vestrymen of Trinity Church, Portsmouth, Virginia.

GENTLEMEN: Information having reached these headquarters that a memorial window has been placed in your church, commemorative of the dead of your church "who fell during the late rebellion," in language which has given offense to the Union sentiment of some of the attendants of the church, causing some U. S. officers to relinquish their pews and withdraw from the church, the Major Commanding desires you to furnish him with an exact copy of the inscription on the above window for his information.

Very respectfully, your obedient servant,

E. W. STONE,
Lieut. and A. A. G.

An exact copy was ordered to be furnished by the register, also a copy of the following resolution:

Resolved, That the vestry of the church disclaim any intention in permitting the erection of the memorial window lately placed therein to give offense to any person or persons attending upon the services of the church.

It seems from the above that the window was removed from the church in May, 1868, and was replaced in September, 1870, with the inscription changed to read as follows:

Given through respect for the Patriotism of the Dead and from sympathy with their bereaved friends by their old pastor on Easter Sunday, 1868.

And so the beautiful memorial window remains to-day and the truth of the unholy *invasion* of Virginia by U. S. forces will be remembered as long as her mountains hold to their foundations or her rivers empty into the sea—

Take down your memorial window,
Tenderly take it away,
Lay it aside as a relic;
In its place put another of grey.

In lieu of the gorgeous colors
Which glowed in the sun of May,
Let a cold light fall on the chancel,
Through a window of modest grey.

Let it have no word of inscription;
Never a hint of the fray!
Let it cast into the church a twilight,
Tender and soft and grey.

Then will the simple tribute
Even the ruthless stay,
And make them feel all the glory
Of the soldiers who fell in grey.

—James Barron Hope.

To the congregation of Trinity Church, Portsmouth, Virginia.

On the 16th day of March, 1869, Maj. Gen. George Stoneman, commanding the First Military District, Virginia, removed all of the old magistrates elected by the white people of Norfolk County and appointed men who could subscribe to the iron-clad oath in their places. The presiding justice, W. H. C. Lovitt, not

having been removed with his colleagues, resigned, and F. W. Lemosey was selected under the new regime of reconstruction. The military commander also removed other county officers at the same time. Maj. Samuel Etheridge, sheriff, was removed and Thomas W. Mahew appointed in his place. Griffin F. Edwards, elected clerk of the County Court almost unanimously by the white voters, was turned out by military edict and J. P. Hodges appointed in his place. Capt. W. Scott Sykes, county surveyor, was also removed by the same power and Benjamin B. Chandler appointed in his place. The term of Capt. V. O. Cassell, the attorney for the Commonwealth, expired on the 1st of January, 1869, and on the 19th a military edict named J. H. Remington of New York to fill the office—and soon followed the enfranchisement of the negroes. Even now some of the evils of the reconstruction period still fester in the body politic; but the struggle of the Anglo-Saxon will go on until every vestige of negro rule will be blotted out.

These reconstruction times were bitter days to those in whose bosoms throbbed Southern hearts. The yoke was heavy and strong; but it chastened the soul and made our people strive for new fortunes on industrial lines. The Confederate soldiers took the lead in agricultural and commercial pursuits; and the great development in the fields of Norfolk County and the splendid commercial growth of her cities are testimonials of Anglo-Saxon perseverance and power.

Norfolk County, including its two cities, sent the flower of its manhood to the army of the Confederate States; few except the old men and boys remained at home. Its artillery and cavalry companies made high marks in the game of war. Its sailors were as brave as Nelson's. Its infantry was unexcelled in the corps of the Army of Northern Virginia. The sons of Norfolk County shared the dangers of every war from the colonial wars to the Spanish-American War; but none with the patriotic unanimity and enthusiasm as the Confederate War. The *New York Sun* arguing against the increase of the regular army and comparing the material of the contending armies said "The Confederate rank and file were composed wholly of raw men, and in the first two years of the war, volunteers. Yet what an infantry they were! Those of us who saw them charge in line of battle never approach a Confederate cemetery without taking off our hats in homage to the devoted braves who ever walked straight into the jaws of death without flinching." The Confederate private infantryman is the typical hero of the South. The Old South has grand memories and the New South has splendid anticipations. The spirit which moved the Old leads the New South.

It is that spirit which seeks truth through roughest paths and heeds no danger in its pursuit. It is that spirit which warmed the hearts and steeled the nerves to bear the burdens of both the Old and the New South. My ideal hero embraced it with superb unselfishness.

Some would say he should be Robert E. Lee, whose great heart and lofty leadership enchained the everlasting affection of the South.

Some would say he should be "Stonewall" Jackson, whose magic power so often awakened the wonder of the world.

Some would say he should be Jefferson Davis, whose polished manhood held with unyielding nerve the pearl of Southern pride.

Some would say he was among the hosts of cavalrymen and artillerymen, who flashed their swords and pulled their lanyards in battles often won.

Yes! These are the jewels of the South, and there are honors and memories for them; but I would take away the stars and trimmings and titles, for there was charm and inspiration in them.

I would eliminate, too, the higher grades of service.

The purest spirit, the deepest love, the greatest hero, the noblest manhood, was in the infantry private of the South.

He was reared when the "irrepressible conflict" quickened the pulse of the people. He was inspired by the intellectual gladiators of the South.

He gloried in the heroism of his ancestors, who had won the Republic from England. He shouldered the burdens of his convictions, he grasped his musket for his cause, he inhaled the smoke of battle, he felt the sting of the bullet, he bled from shot and shell.

He dared to die when he could foresee his unurned ashes scattered on the soil of his enemies.

Where is loftier heroism?

Where is nobler patriotism?

Where is truer manhood?

Where is grander chivalry?

Where is a more ideal hero?

For principles, he bore the heaviest cross.

For principles, he courted an unknown grave.

He touched elbows in the unwavering line of charge.

He gained victory with the point of the bayonet.

He dauntlessly rushed over earthworks.

He stood like a "stone wall" on the field.

He was strongest in battle.

He was gentlest in victory.

He was most powerful in the face of menace.

He was tenderest to the captured.

His pride was grand, his bravery exalted, his heroism majestic!

His marvelous simplicity of conduct was consonant with his beauty of heart!

His life in camp was characterized by praiseworthy endurance.

He met his privations with the calmness of a philosopher.

He enjoyed the pastimes of his tent with the guilelessness of a child.

He doted on his faded uniform and jeered at the "slick" silk hat, even on the head of a Confederate Congressman.

When the first year of his service had passed, he was bright with hope.

Fort Sumter had fallen and Manassas had emblazoned his bayonet with glory!

The second year passed, with 564 battles and engagements, including Shiloh, the Seven Days' battle, which made the dark waters of the Chickahominy run red, Second Manassas and Fredericksburg, and his prowess was proved to the civilized world.

The third year passed, with 627 battles and engagements.

It saw his pride at the highest and his hope brightest when, fresh from the victories of Chancellorsville, he invaded the soil of Pennsylvania.

Alas! for human hopes!

Gettysburg turned backward his footsteps and started anxiety in his breast.

How long could these bloody years last?

Surely, not longer than seven, as his ancestors' revolution had cost!

Then the fourth year passed, with 779 battles and engagements.

His anxiety was over.

He saw the inevitable end.

Hope of success was gone.

It was only a question of the days he might be spared before the bullet pierced his heart.

He saw the end before the statesmen in the Capitol at Richmond even surmised it. He knew overwhelming numbers would crush out the soldiery of the South.

His comrades were falling, and no recruits came to fill their places.

He saw the end and felt it in the summer of 1864, but his allegiance to the army, his duty to himself and his family bade him go almost daily to a hopeless slaughter, and often he marched to battle for his personal honor, without the slightest hope for his country's independence.

Can you imagine heroism more sublime than the private infantryman's who held the front lines of the Confederacy during the last half of 1864, and the winter and spring of 1865?

Around Petersburg, along the disastrous line of retreat to Appomattox, and even there,

he shouldered his musket and yielded ready obedience to the order for a charge, until his matchless commander said his duty to his country had been "faithfully performed," and further resistance would be a useless sacrifice.

He had enlisted as a private, he fought as a private, and then he returned to private life to battle for bread.

His country was lost, but a dauntless spirit directed him in the evolution to another citizenship. He guided the plow, wielded the axe, and did whatever his hand found to do, with the same unassuming fortitude which marked his career in the army.

He inspired courage in the young. He gave life to the weak, and grappled the new order of things with masterly mind.

Napoleon said: "True heroism consists in being superior to the ills of life in whatever shape they may challenge him to combat."

The infantryman not only felt as the illustrious warrior when he uttered this sublime sentiment, but he has demonstrated its truth by rising superior to all the evils of disaster, imbuing his associates with that resolute endurance which made him the breakwater of the Confederacy, and has made the bone and sinew of progress and prosperity of the New South.

As his is the glory of the past, so his is the strength of the present. Whenever you find him, whether laboring on your streets, building your ships or tilling your fields, pause and lift your hat, for the Confederate private infantryman is the typical hero of the South.

He is entitled to the absolute respect of the grandest in the land. Already many stately granite shafts commemorate our hero leaders, but shall there not be one higher by an hundredfold and a thousand times more beautiful in design than any of these, dedicated to the infantry privates of the South?

Aye! I wish a shaft of burnished gold could lift its head from Virginia's valley, in which sleep the remains of Lee and Jackson, in memory of the private infantrymen of the Confederacy, emblazoning their glory to coming generations, for their heroism is the grandest type of all the thousand bloody fields which have heralded Southern valor.

The private infantrymen were lowest in rank, yet highest in their loyalty to the finest sense of honor the human mind can conceive—grandest in humility, greatest in sincerity, purest in purpose; and never can temples of fame enshrine the memory of knightlier souls! The names of such heroes should be handed down to posterity.

The organizations and rosters of Norfolk County's soldiers are given in the history of Norfolk County, 1861-65, by John W. H. Porter of Portsmouth, from which for the most part is compiled the following alphabetical list of the gallant men embodied for the bloodiest war in which Americans were ever engaged. Many names not given in this list may be found in the roll of comrades of the several Camps of Confederate Veterans, in the succeeding chapter.

SOLDIERS AND SAILORS.

A.

Ashbury, John—Private in Co. C, 6th Va. Inf.
Abdell, Thomas F.—Private in Co. D, 6th Va. Inf.
Austin, Martin—Private in Co. D, 6th Va. Inf.
Absolem, Thomas—Private in Co. D, 6th Va. Inf.
Adams, Thomas S.—Private in Co. D, 6th Va. Inf.
Archer, Robert L.—Private in Co. G, 6th Va. Inf. Det. div. prov. guard.
Arrington, Peter—Private in Co. G, 6th Va. Inf. Prom. sergt.-maj.
Anderson, John T.—Private in Co. H, 6th Va. Inf.
Abdell, William H.—Private in Co. H, 6th Va. Inf.
Atkinson, Junius A.—Private in Co. H, 12th Va. Inf.
Anderson, Charles—Private in Co. H, 12th Va. Inf. Trans. to Huger's Battery, 1862.
Abdell, James—Private in Norfolk Light Art. Blues.
Addison, James—Private in Norfolk Light Art. Blues.
Anderson, Charles W.—Private in Norfolk Light Art. Blues.
Ashton, William—Private in Atlantic Art.
Allen, George J.—4th Corporal United Art.
Applewhite, A.—Private in United Art.
Albright, Charles W.—Private in United Art.
Abdell, Joseph—Private in Young's Harbor Guard-Art.
Allen, William A.—Private in Young's Harbor Guard-Art.
Aydlott, Thomas—Private in Young's Harbor Guard-Art.
Ashly, William F.—3d corporal Co. F, 16th Va. Cav.

Ansel, John H.—Private in Co. F, 16th Va. Cav.
Armistead, B. A.—Sergeant in Co. I, 13th Va. Cav.
Armstrong, James E.—Sergeant in Co. F, 41st Va. Inf.
Aydlott, John—Private in Co. I, 38th Va. Inf. Prom. coms. sergt.
Allen, John R.—Private in Co. I, 38th Va. Inf.
Ansel, Andrew J.—Private in Co. B, 61st Va. Inf.
Asbold, William—Private in Co. B, 61st Va. Inf.
Aydelott, Jacob—Private in Co. B, 61st Va. Inf.
Accinelly, B. J.—Ord. sergeant in Co. D, 61st Va. Inf.
Ashton, Gerdon C.—Private in Co. D, 61st Va. Inf.
Ashby, William—Private in Co. D, 61st Va. Inf.
Aydelott, Henry C.—Private in Co. H, 61st Va. Inf.
Adkins, G. B.—Private in Co. H, 61st Va. Inf.
Armistead, F. W.—1st lieutenant in Co. I, 61st Va. Inf. Not re-elected; joined 13th Va. Cav.
Absolem, Leonard—Private in Co. K, 61st Va. Inf.
Archer, John W.—Private in 3d Va. Inf.
Anderson, Charles—Private in Co. K, 3d Va. Inf.
Ashton, Edgar—Private in Co. H, 3d Va. Inf.
Ashton, J. V. B.—Private in Co. H, 3d Va. Inf.
Atkinson, George K.—Private in Co. H, 3d Va. Inf.
Atkinson, George W.—Private in Co. H, 3d Va. Inf.
Anderson, John—Private in Co. D, 9th Va. Inf.
Ash, Theophilus F.—Corporal in Co. G, 9th Va. Inf.
Anderton, William T.—Private in Co. G, 9th Va. Inf.
Adams, William D.—Private in Signal Corps.
Adams, Charles S.—Private in Signal Corps.
Averett, Thomas H.—Private in Signal Corps.
Allie, Heine—Private in Co. H, 7th S. C. Regt.

B.

Bailey, Thomas A.—Private in Co. E, 32d Va. Inf.
Brown, John W.—Private in Co. I, 38th Va. Inf.
Bullock, William—Private in Co. I, 38th Va. Inf.
Boggs, William—Private in Co. I, 38th Va. Inf.
Bush, William—Private in Co. I, 38th Va. Inf.
Blunt, Thomas—Private in Co. I, 38th Va. Inf.
Butt, Henry James—Private in Co. A, 61st Va. Inf.
Bright, George W.—Private in Co. A, 61st Va. Inf.
Baxter, Thomas F.—1st lieutenant in Co. B, 61st Va. Inf. Prom. capt.
Baxter, Benjamin F.—1st sergeant in Co. B, 61st Va. Inf.
Barnard, Willoughby B.—4th sergeant in Co. B, 61st Va. Inf. Prom. 1st sergt.
Brown, Ivy C.—Corporal in Co. B, 61st Va. Inf. Prom. 1st sergt.
Ballance, Stephen R.—Private in Co. B, 61st Va. Inf.
Ballance, Stephen R., Jr.—Private in Co. B, 61st Va. Inf.
Bowden, John A.—Private in Co. B, 61st Va. Inf.
Beasley, Joachim—Corporal in Co. B, 61st Va. Inf.
Bunnel, Kenneth—Private in Co. B, 61st Va. Inf.
Ballentine, James M.—Private in Co. B, 61st Va. Inf.
Bray, Thomas A.—Private in Co. B, 61st Va. Inf.
Bourke, Thomas—Private in Co. B, 61st Va. Inf.
Banks, William—Private in Co. B, 61st Va. Inf.
Banks, James M.—Private in Co. C, 61st Va. Inf.
Beals, Benjamin J.—Private in Co. C, 61st Va. Inf.
Bell, Enoch F.—Private in Co. C, 61st Va. Inf.
Byrum, William F.—Private in Co. C, 61st Va. Inf.
Berry, Martin—Private in Co. C, 61st Va. Inf.
Boushell, M. A.—Private in Co. C, 61st Va. Inf.
Bogart, John H.—1st sergeant in Co. C, 61st Va. Inf.
Bradley, Reuben—Private in Co. C, 61st Va. Inf.
Butt, John—Private in Co. C, 61st Va. Inf.
Burford, Samuel—Private in Co. C, 61st Va. Inf.
Byrum, James C.—Private in Co. C, 61st Va. Inf.
Byrum, Gideon F.—Private in Co. C, 61st Va. Inf.
Butt, A. B.—3d lieutenant in Co. D, 61st Va. Inf.
Butt, Robert P.—Private in Co. D, 61st Va. Inf.
Barrett, Joseph E.—Private in Co. D, 61st Va. Inf.
Butt, Wesley G.—Private in Co. D, 61st Va. Inf.
Barber, George W.—Private in Co. D, 61st Va. Inf.
Ballance, Martin—Private in Co. E, 61st Va. Inf.
Butt, Andrew—Private in Co. E, 61st Va. Inf.
Butt, Thomas—Private in Co. E, 61st Va. Inf.
Brinkley, William D.—Private in Co. E, 61st Va. Inf.
Brittingham, Francis O.—Private in Co. H, 61st Va. Inf.
Ballantine, John—Private in Co. H, 61st Va. Inf.
Berryman, Edward F.—Private in Co. H, 61st Va. Inf. Prom. sergt.
Bowden, William—Private in Co. H, 61st Va. Inf.
Brummell, Richard—Private in Co. I, 61st Va. Inf.
Barecroft, Edward—Private in Co. I, 61st Va. Inf.
Beal, John—Private in Co. I, 61st Va. Inf.
Balls, John R.—Private in Co. I, 61st Va. Inf.
Burfoot, Jesse—Private in Co. K, 61st Va. Inf.
Burton, George—Private in Co. K, 61st Va. Inf.
Bateman, Martin—Private in Co. K, 61st Va. Inf.
Bradley, Charles M.—Private in Co. K, 61st Va. Inf.
Bailey, Charles L.—Private in Co. K, 61st Va. Inf.
Bean, Frederick—Private in Co. K, 61st Va. Inf.
Bradley, James—Corporal in Co. K, 61st Va. Inf.
Biddle, Phillip W.—Captain in Co. F, 41st Va. Inf.
Butt, Frederick—Private in Co. F, 41st Va. Inf.
Butt, Henry—Private in Co. F, 41st Va. Inf.
Butt, Francis—Private in Co. F, 41st Va. Inf.
Barrett, William S.—Private in Co. F, 41st Va. Inf.
Banks, Edwin—Private in Co. F, 41st Va. Inf.
Butler, James N.—Private in Co. F, 41st Va. Inf.
Bailey, William H. (1)—Private in Co. F, 41st Va. Inf.
Bailey, William H. (2)—Private in Co. F, 41st Va. Inf.
Ballentine, Thomas R.—Private in Co. F, 41st Va. Inf.
Buck, David—Private in Co. F, 41st Va. Inf.
Butt, Alexander B.—Adjutant in 41st Va. Inf.
Barnes, Edward—Private in Co. A, 3d Va. Inf.
Brown, Bartlett—Private in Co. A, 3d Va. Inf.
Bateman, Raynor—Private in Co. A, 3d Va. Inf.
Benton, Joseph J.—Private in Co. A, 3d Va. Inf.
Britton, James J.—Private in Co. A, 3d Va. Inf.
Bright, Thomas J.—Private in Co. A, 3d Va. Inf.
Brownley, Daniel T.—4th sergeant in Co. B, 3d Va. Inf. Prom. 1st sergt.
Borum, Edward C.—Sergeant in Co. B, 3d Va. Inf.
Borum, John—Private in Co. B, 3d Va. Inf.
Bush, Joseph M.—Private in Co. B, 3d Va. Inf.
Bowen, Hine—Private in Co. B, 3d Va. Inf.
Broughton, Joseph—Private in Co. B, 3d Va. Inf.
Butler, John—Private in Co. B, 3d Va. Inf.
Butters, Francis H.—Private in Co. B, 3d Va. Inf.
Bright, John T.—Private in Co. B, 3d Va. Inf.
Butler, Thomas—Private in Co. B, 3d Va. Inf.

Bloxom, William H.—Sergeant in Co. H, 3d Va. Inf. Prom. ord. sergt.
Brown, William—Musician in Co. H, 3d Va. Inf.
Barrett, George—Private in Co. H, 3d Va. Inf.
Barrett, Solomon H.—Private in Co. H, 3d Va. Inf.
Beeks, William H.—Private in Co. H, 3d Va. Inf.
Boswick, William—Private in Co. H, 3d Va. Inf.
Barrom, Osceola—Private in Co. H, 3d Va. Inf.
Bland, Thomas—Private in Co. H, 3d Va. Inf.
Bassett, William Henry—Private in Co. D, 9th Va. Inf.
Bright, Johnathan—Private in Co. D, 9th Va. Inf.
Bright, John W.—Private in Co. D, 9th Va. Inf. Trans. to Grimes' Battery.
Brent, John—Private in Co. D, 9th Va. Inf.
Brown, James—Drummer in Co. D, 9th Va. Inf.
Boutwell Richard—Private in Co. D, 9th Va. Inf. Trans. to Grimes' Battery.
Bateman, Robert—Private in Co. D, 9th Va. Inf.
Byrd, Daniel—Private in Co. D, 9th Va. Inf.
Brownley, A. M.—Private in Co. D, 9th Va. Inf.
Beaton, John K.—First sergeant in Co. G, 9th Va. Inf.
Brittingham, William H.—Corporal in Co. G, 9th Va. Inf.
Brownley, William K.—Private in Co. G, 9th Va. Inf.
Boyd, Henry C.—Private in Co. G, 9th Va. Inf.
Buxton, John T.—Private in Co. G, 9th Va. Inf.
Berry, George T.—Private in Co. G, 9th Va. Inf. Trans. to navy 1863.
Bennett, William B.—Private in Co. G, 9th Va. Inf.
Barrett, W. H.—Private in Co. G, 9th Va. Inf.
Burton, Robert P.—Private in Co. G, 9th Va. Inf.
Brownley, Charles—Private in Co. G, 9th Va. Inf.
Bailey, James M.—Private in Co. G, 9th Va. Inf.
Bailey, Ephraim—Private in Co. G, 9th Va. Inf.
Boushell, John—Private in Co. G, 9th Va. Inf. Prom. Capt. Naval Bat.
Bidgood, Willis—Corporal in Co. I, 9th Va. Inf.
Barnes, Belson—Corporal in Co. I, 9th Va. Inf.
Barnes, George—Private in Co. I, 9th Va. Inf.
Bidgood, Nathaniel—Private in Co. I, 9th Va. Inf. Fur. subst. 1862.
Bidgood, J. H.—Private in Co. I, 9th Va. Inf.
Bidgood, Tully W.—Private in Co. I, 9th Va. Inf.
Bunting, William H.—Private in Co. I, 9th Va. Inf. Trans. to navy 1862.
Bunting, Lloyd—Private in Co. I, 9th Va. Inf. Trans. to Co. C, 13th Va. Cav.
Bunting, Francis H.—Private in Co. I, 9th Va. Inf.
Bunting, Solomon—Private in Co. I, 9th Va. Inf.
Burly, William—Private in Co. I, 9th Va. Inf.
Busby, William A.—Private in Co. I, 9th Va. Inf.
Butler, Robert M.—Third lieutenant in Co. K, 9th Va. Inf.
Bilisoly, L. Augustus—First lieutenant in Co. K, 9th Va. Inf.
Bilisoly, A. L.—Private in Co. K, 9th Va. Inf. Prom. 1st lieut.
Benson, F. R.—Private in Co. K, 9th Va. Inf. Trans. Signal Corps 1862.
Bilisoly, Adolphus—Private in Co. K, 9th Va. Inf. Prom. sergt.
Bilisoly, U. B.—Private in Co. K, 9th Va. Inf.
Brown, James W.—Private in Co. K, 9th Va. Inf. Trans. Norfolk L. A. Blues 1862.
Bilisoly, E. E.—Private in Co. K, 9th Va. Inf.
Brown, Joe Sam.—Private in Co. K, 9th Va. Inf. Trans. Norfolk L. A. Blues 1862.
Brooks, E. S.—Private in Co. K, 9th Va. Inf.
Brooks, Tudor F.—Private in Co. K, 9th Va. Inf. Trans. Com. Dept. Mahone's Brig.
Bennett, John C.—Private in Co. K, 9th Va. Inf.
Barnes, George W.—Private in Co. K, 9th Va. Inf.
Beeks, G. W.—Private in Co. K, 9th Va. Inf.
Butt, Josiah—Private in Co. K, 9th Va. Inf.
Bennett, William M.—Private in Co. K, 9th Va. Inf.
Blamire, E. T.—Captain of Co. C, 16th Va. Inf. Not re-elected 1862.
Barrand, Thomas—Captain of Co. C, 16th Va. Inf.
Bayton, William H.—First sergeant of Co. C, 16th Va. Inf.
Bain, R. T. K.—Corporal of Co. C, 16th Va. Inf. Fur. substitute 1862.
Brittingham, James E.—Private in Co. C, 16th Va. Inf.
Brownley, Joseph F.—Private in Co. C, 16th Va. Inf.
Brown, Eugene H.—Corporal of Co. C, 16th Va. Inf. Ap. engr. in navy.
Butt, Wilson A.—Private in Co. C, 16th Va. Inf.
Buff, August—Private in Co. C, 16th Va. Inf. Ap. hospital steward.
Brotherton, William E.—Second sergeant of Co. A, 6th Va. Inf.
Bailey, William T.—First corporal of Co. A, 6th Va. Inf. Prom. first sergt.
Baker, Isaiah G.—Private in Co. A, 6th Va. Inf.
Banks, William T.—Private in Co. A, 6th Va. Inf. Prom. sergt.
Beasley, James W.—Private in Co. A, 6th Va. Inf.
Bowman, Abraham—Private in Co. A, 6th Va. Inf.
Butt, John J.—Private in Co. A, 6th Va. Inf.
Bell, Joseph S.—Private in Co. A, 6th Va. Inf.
Balsom, Arthur J.—4th corporal in Co. C, 6th Va. Inf.
Bell, Washington—Private in Co. C, 6th Va. Inf.
Bateman, Arthur—Private in Co. C, 6th Va. Inf.
Brown, Edward—Private in Co. C, 6th Va. Inf.
Bland, Samuel—Private in Co. C, 6th Va. Inf.
Bourk, John—Private in Co. C, 6th Va. Inf.
Belote, John W.—Private in Co. C, 6th Va. Inf.
Brady, James E.—1st corporal in Co. D, 6th Va. Inf.
Benson, Chris. C.—2d corporal in Co. D, 6th Va. Inf.
Blunt, Stephen—4th corporal in Co. D, 6th Va. Inf.
Bradley, Edward H.—Private in Co. D, 6th Va. Inf.
Ballentine, Thomas—Private in Co. D, 6th Va. Inf.
Ballance, John—Private in Co. D, 6th Va. Inf.
Burgess, Miles—Private in Co. D, 6th Va. Inf.
Butt, L. D.—4th corporal in Co. G, 6th Va. Inf Ap. hospt. steward, 1862.
Biggs, William G.—Private in Co. G, 6th Va Inf.
Bell, Douglas—Private in Co. G, 6th Va. Inf. Trans. 18th Battalion Art. 1862.
Bell, Robert S.—Private in Co. G, 6th Va. Inf. Trans. 18th Battalion Art. 1862.
Biggs, James H.—Private in Co. G, 6th Va. Inf.
Beale, Brooke—Private in Co. G, 6th Va. Inf. Ap. sub-officer in navy.

Boush, John T.—Private in Co. H, 6th Va. Inf. Det. wagon driver, 1862.
Brown, Henry F.—Private in Co. H, 6th Va. Inf.
Barnes, James—Private in Co. H, 6th Va. Inf.
Bonfanti, John—Private in Co. H, 6th Va. Inf. Prom. corpl.
Beane, William W.—Private in Co. H, 6th Va. Inf.
Beale, Charles L.—3d lieutenant in Co. H, 12th Va. Inf.
Baldry, John R.—3d sergeant in Co. H, 12th Va. Inf.
Bew, George W.—Private in Co. H, 12th Va. Inf.
Bunge, F.—Private in Co. H, 12th Va. Inf.
Buis, John H.—Private in Co. H, 12th Va. Inf.
Braithwaite, Thomas—Private in Co. H, 12th Va. Inf. Prom. corpl.
Bryan, Fred P.—Private in Co. H, 12th Va. Inf.
Brockett, William—Private in Co. H, 12th Va. Inf. Ap. engr. in navy, 1862.
Brownley, William M.—Private in Co. H, 12th Va. Inf.
Bracey, George—Private in Co. H, 12th Va. Inf.
Blow, W. W.—Ordnance dept.
Bunting, John W.—Private in Heavy Art.
Beal, Edward—Private in Otey Battery Art., Lynchburg.
Brown, George—Private in Fayette Art., Richmond.
Burford, Martin L.—Private in Co. D, Art.
Boyce, David—Private in Portsmouth Light Art.
Bohannon, W. H.—Private in Portsmouth Light Art.
Beaton, Edward E.—Private in Portsmouth Light Art.
Brownley, A. M.—Private in Portsmouth Light Art.
Bell, W. H.—Private in Portsmouth Light Art.
Bland, Thomas—Private in Portsmouth Light Art.
Brent, George—Private in Portsmouth Light Art.
Backus, William T., Jr.—Private in Portsmouth Light Art.
Batten, William A.—Private in Portsmouth Light Art.
Bright, William Jordan—Private in Portsmouth Light Art.
Boutwell, Richard M.—Private in Portsmouth Light Art.
Beale, H.—Private in Norfolk Light Art. Blues.
Bell, A. S.—Private in Norfolk Light Art. Blues.
Benson, O. S.—Private in Norfolk Light Art. Blues.
Bishop, W. I. E.—Private in Norfolk Light Art. Blues.
Bell, N.—Private in Norfolk Light Art. Blues.
Brock, L.—Private in Norfolk Light Art. Blues.
Brickhouse, B. D.—Private in Norfolk Light Art. Blues.
Brooks, E. W.—Private in Norfolk Light Art. Blues.
Brown, V. H.—Private in Norfolk Light Art. Blues.
Browne, Jos. S.—Private in Norfolk Light Art. Blues.
Brown, E. P.—Private in Norfolk Light Art. Blues.
Butler, R. M.—Corporal in Norfolk Light Art. Blues.
Boothe, William—Corporal in Norfolk Light Art. Blues.
Brickhouse, S. M.—Corporal in Norfolk Light Art. Blues.
Busky, C. H.—Corporal in Norfolk Light Art. Blues.
Bedout, Fred. L.—2d sergeant of Norfolk Light Art. Blues.
Balsom, Benjamin F.—4th sergeant of Norfolk Light Art. Blues. Ap. coms. sergt.
Barnes, John C.—Private in Norfolk Light Art. Blues.
Barnes, Samuel A.—Private in Norfolk Light Art. Blues.
Billups, Andrew J.—Private in Norfolk Light Art. Blues.
Bobee, Louis—Private in Norfolk Light Art. Blues. In charge Ambulance Corps.
Boole, John J.—Private in Norfolk Light Art. Blues.
Burford, Martin—Private in Norfolk Light Art. Blues.
Boutwell, L. W.—Private in Norfolk Light Art. Blues.
Butt, George W.—Private in Norfolk Light Art. Blues.
Butt, C. N. G.—Private in Norfolk Light Art. Blues. Det. clerk in Treas. Dept.
Brown, Richard—Private in Norfolk Light Art. Blues.
Browning, Henry C.—Private in Norfolk Light Art. Blues.
Butt, Niemeyer—Private in Atlantic Art.
Buford, Jabez—Private in Atlantic Art.
Buchanan, J. W.—Private in Atlantic Art.
Baum, Adam—1st sergeant in United Art.
Bullock, John T.—Ord. sergeant in United Art.
Bell, Miles K.—Private in United Art.
Belote, John—Private in United Art.
Betts, W. M.—Private in United Art.
Bisby, Henry T.—Private in United Art.
Bowers, George—Private in United Art.
Bisby, W. J.—Private in United Art.
Bunting, John—Private in United Art.
Black, John T.—Private in United Art.
Baker, George W.—Private in Young's Harbor Guard-Art.
Benson, George—Private in Young's Harbor Guard-Art.
Batten, Noah T.—Private in Co. C, 15th Va. Cav.
Brown, Roscoe H.—Private in Co. F, 15th Va. Cav.
Bunting, George S.—Private in Co. F, 15th Va. Cav.
Berry, John—Private in Co. F, 15th Va. Cav.
Berry, Samuel—Private in Co. F, 15th Va. Cav.
Brice, George D.—Private in Co. F, 15th Va. Cav.
Bullock, Joseph A.—Private in Co. F, 15th Va. Cav.
Benson, Francis R.—1st sergeant in Signal Corps.
Barnes, V. H.—Private in Signal Corps.
Beach, William F.—Private in Signal Corps.
Berwick, William—Private in Signal Corps.
Blamire, James A.—Hospital Steward. Richmond.
Brownley, M. D.—Private in Naval Brigade.
Barron, Samuel—Captain in C. S. Navy.
Barron, Samuel, Jr.—Lieutenant in C. S. Navy.
Bradford, Otey—Lieutenant in C. S. Navy.
Blacknall, Dr. George—Surgeon in C. S. Navy.
Barrom, Benjamin A.—Gunner in C. S. Navy.
Brown, Eugene H.—Assistant engineer in C. S. Navy.
Brown, John B.—Assistant engineer in C. S. Navy.
Brockett, William B.—Assistant engineer in C. S. Navy.
Baker, Thomas—Gunner in C. S. Navy.
Bain, Robert M.—Carpenter in C. S. Navy.
Bennett, William—Sailmaker in C. S. Navy.
Benthall, Robert—Act. master's mate in C. S. Navy.
Briggs, William—In C. S. Navy.
Bridges, Thomas W.—Navy Department.
Bilisoly, V. B.—Surgeon in C. S. Army.
Boykin, Robert M.—Captain and assistant commissary.
Brown, Richard T.—Private in Co. C, 11th Va. Regt.
Bagnall, Richard D.—Assistant surgeon in 3d Ga. Inf.
Berry, Joseph D.—2d lieutenant in Co. L, 17th N. C. Regt.
Brit, Elisha—Private in Co. A, 4th N. C. Regt.

Bratt, Mark—Private in 2d N. C. Battalion
Bingley, William H.—Private in 3d N. C. Cav.
Bright, Mark—Private in Co. B, 32d N. C. Regt.

C.

Carpenter, William M.—Private in Co. I, 47th N. C. Regt.
Carter, John B.—Private in Co. C, 17th N. C. Regt.
Crow, Benjamin M.—Sergeant in 1st Va. Inf.
Council, James C.—Lieutenant-colonel in 26th Va. Inf
Cox, John W.—Private in Co. E, 26th Va. Inf.
Chaplain, William M.—1st lieutenant in Co. I, 38th Va. Inf.
Cooper, M. V. B.—Private in Co. I, 38th Va. Inf.
Cooper, James—Private in Co. I, 38th Va. Inf.
Capps, A. J.—Private in Co. I, 38th Va. Inf.
Callis, Henry—Private in Co. I, 38th Va. Inf.
Constable, Charles W.—Private in Co. I, 38th Va. Inf.
Cofer, Robert E.—Private in Co. I, 38th Va. Inf.
Cofer, Reuben F.—Private in Co. I, 38th Va. Inf.
Choate, James C.—Captain of Co. A, 3d Va. Inf.
Cherry, John H.—1st corporal in Co. A, 3d Va. Inf.
Cherry, James C.—Private in Co. A, 3d Va. Inf.
Cherry, James E.—Private in Co. A, 3d Va. Inf.
Casey, Raynor—Private in Co. A, 3d Va. Inf.
Culpepper, Maurice—Private in Co. A, 3d Va. Inf.
Culpepper, Miles—Private in Co. A, 3d Va. Inf.
Culpepper, Marshall—Private in Co. A, 3d Va. Inf.
Coffield, J. A.—Private in Co. A, 3d Va. Inf.
Creekmore, Malachi—Private in Co. A, 3d Va. Inf.
Culpepper, David—Private in Co. H, 3d Va. Inf.
Culpepper, Joshua—Private in Co. H, 3d Va. Inf.
Culpepper, Joseph—Private in Co. H, 3d Va. Inf.
Coston, Thomas—Private in Co. H, 3d Va. Inf.
Carson, Robert W.—Sergeant in Co. F, 41st Va. Inf.
Cuthrell, Enos—Private in Co. F, 41st Va. Inf.
Cutherell, John W.—Private in Co. F, 41st Va. Inf.
Cutherell, Joseph E.—Private in Co. F, 41st Va. Inf.
Carter, William E.—Private in Co. F, 41st Va. Inf.
Creekmore, Gregory—Private in Co. F, 41st Va. Inf.
Curling, Ashwell—Private in Co. A, 61st Va. Inf.
Castine, Jeremiah—Private in Co. A, 61st Va. Inf.
Creekmore, Josiah—Private in Co. A, 61st Va. Inf.
Castine, J. T.—Private in Co. A, 61st Va. Inf.
Cooper, J. A.—Private in Co. A, 61st Va. Inf.
Cooper, J. A.—Private in Co. A, 61st Va. Inf.
Cooper, C. C.—Private in Co. A, 61st Va. Inf.
Creekmore, Marshall O.—Private in Co. A, 61st Va. Inf.
Creekmore, John W.—Private in Co. A, 61st Va. Inf. Prom. sergt.
Creekmore, Willoughby W.—Private in Co. A, 61st Va. Inf.
Culpepper, Daniel R.—Private in Co. A, 61st Va. Inf.
Culpepper, John—Private in Co. A, 61st Va. Inf.
Cotton, Benjamin C.—Private in Co. B, 61st Va. Inf.
Creekmore, Seth—Private in Co. B, 61st Va. Inf.
Curling, Joseph H., Sr.—Private in Co. B, 61st Va. Inf.
Curling, Joseph H., Jr.—Private in Co. B, 61st Va. Inf.
Cooper, William A.—Private in Co. B, 61st Va. Inf.
Cartwright, James E.—Private in Co. C, 61st Va. Inf.
Cox, Sharp K.—Private in Co. C, 61st Va. Inf.
Creekmore, Theophilus—Private in Co. C, 61st Va. Inf.
Cowell, Benjamin B.—Private in Co. C, 61st Va. Inf. Prom. corpl.
Curtis, Thomas—Private in Co. C, 61st Va. Inf.
Chamberlaine, Thomas—Private in Co. D, 61st Va. Inf.
Chamberlaine, William—Private in Co. D, 61st Va. Inf.
Coston, William C.—Private in Co. D, 61st Va. Inf.
Coston, Henry C.—Private in Co. D, 61st Va. Inf.
Coston, Thomas J.—Private in Co. D, 61st Va. Inf.
Cherry, William Alexander—Private in Co. D, 61st Va. Inf. Prom. corpl.
Cooke, Thomas J.—Private in Co. D, 61st Va. Inf.
Cotton, John—Orderly at Col.'s Headqrs., 61st Va. Inf.
Charlton, Joshua—Corporal in Co. E, 61st Va. Inf.
Charlton, Samuel Q.—Private in Co. E, 61st Va. Inf.
Cartwright, Dempsey—Private in Co. E, 61st Va. Inf.
Cherry, Absalom—Private in Co. E, 61st Va. Inf.
Cherry, Richard—Private in Co. E, 61st Va. Inf.
Corbit, Richard—Private in Co. E, 61st Va. Inf.
Creekmore, Wesley P.—Private in Co. E, 61st Va. Inf.
Curling, Bartlett—Private in Co. E, 61st Va. Inf.
Curling, Edmond—Private in Co. E, 61st Va. Inf.
Cutherell, George—Private in Co. E, 61st Va. Inf.
Cutherell, Milton—Private in Co. E, 61st Va. Inf.
Cutherell, William E.—Private in Co. E, 61st Va. Inf.
Carr, James F.—2d lieutenant in Co. H, 61st Va. Inf. Ap. commissary.
Crumpler, Solomon B.—Private in Co. H, 61st Va. Inf.
Culpepper, Franklin J.—Private in Co. H, 61st Va. Inf.
Cherry, Richard J.—Private in Co. H, 61st Va. Inf. Prom. sergt.
Cherry, Miles—Private in Co. H, 61st Va. Inf.
Cherry, John—Private in Co. H, 61st Va. Inf.
Cherry, David—Private in Co. H, 61st Va. Inf.
Cherry, Paul W.—Private in Co. H, 61st Va. Inf.
Cooke, Antonio M.—Private in Co. H, 61st Va. Inf.
Chamberlaine, Willis—Private in Co. H, 61st Va. Inf.
Cason, John S.—1st sergeant in Co. K, 61st Va. Inf. Prom. 3d lieut.
Culpepper, William A.—Private in Co. D, 9th Va. Inf. Prom. 1st sergt.
Cutherell, Leonard—Private in Co. D, 9th Va. Inf.
Cross, John—Private in Co. D, 9th Va. Inf.
Cowper, Walter G.—Private in Co. D, 9th Va. Inf.
Cleaves, Lemuel T.—Captain of Co. G, 9th Va. Inf.
Culpepper, Roland H.—Private in Co. G, 9th Va Inf.
Creecy, George A.—Private in Co. G, 9th Va. Inf.
Collins, George W. F. D.—Private in Co. G, 9th Va. Inf.
Culpepper, Reuben—Private in Co. G, 9th Va. Inf.
Crocker, J. O. B.—Captain of Co. I, 9th Va. Inf
Carney, Richard—Private in Co. I, 9th Va. Inf.
Capps, Josiah—Private in Co. I, 9th Va. Inf.
Cutherell, George A.—Private in Co. K, 9th Va. Inf.
Collins, A. E.—Private in Co. K, 9th Va. Inf.
Cocke, John N.—Private in Co. K, 9th Va. Inf.
Cocke, William H.—Private in Co. K, 9th Va. Inf. Ap. ass't sur. 14th Va.
Cassell, Charles E.—Private in Co. K, 9th Va. Inf. Prom. 1st lieut. Topo-Engr.
Creekmur, Charles J.—Private in Co. K, 9th Va. Inf.
Cherry, Eugene—Private in Co. K, 9th Va. Inf.
Cutchin, J. F.—Private in Co. A, 16th Va. Inf.
Culpepper, A. T.—Lieutenant in Co. C, 16th Va. Inf.
Collins, William W.—Private in Co. C, 16th Va. Inf.

Cooper, John G.—Private in Co. C, 16th Va. Inf.
Cutherell, Samuel—Private in Co. C, 16th Va. Inf. Furnished substi. 1861.
Cain, George D.—Musician in Co. A, 6th Va. Inf.
Coffin, Thomas W.—Private in Co. A, 6th Va. Inf. Ap. hospt. steward.
Cooper, Fleming—Private in Co. A, 6th Va. Inf.
Cooke, Ezekiel—Private in Co. A, 6th Va. Inf.
Coston, James—Private in Co. A, 6th Va. Inf. Prom. corpl.
Carter, Henry C.—Private in Co. A, 6th Va. Inf.
Crane, Samuel—3d sergeant in Co. C, 6th Va. Inf.
Clarke, John J.—Private in Co. C, 6th Va. Inf. Prom. corpl.
Corprew, Samuel S.—Private in Co. C, 6th Va. Inf.
Coleman, John M.—Private in Co. C, 6th Va. Inf.
Crawley, George F.—2d lieutenant in Co. D, 6th Va. Inf. Prom. capt. Co. C.
Carty, Robert J.—1st sergeant in Co. D, 6th Va. Inf.
Coates, Wilson—5th sergeant in Co. D, 6th Va. Inf.
Corprew, George—Private in Co. D, 6th Va. Inf.
Clarke, William H.—Private in Co. D, 6th Va. Inf.
Chamberlaine, William W.—3d lieutenant in Co. G, 6th Va. Inf. Prom. capt. and A. A. G. on staff Gen. Walker.
Catlett, John R.—1st sergeant in Co. G, 6th Va. Inf.
Chisman, John R.—Private in Co. G, 6th Va. Inf.
Clark, Fred W.—Private in Co. G, 6th Va. Inf.
Cole, Cornelius M.—Private in Co. G, 6th Va. Inf.
Core, John H.—Private in Co. G, 6th Va. Inf.
Collier, James M.—Private in Co. G, 6th Va. Inf. Assigned Med. Dept. 1861.
Cannon, Douglas C.—Private in Co. G, 6th Va. Inf. Trans. Signal Corps 1861.
Cason, Benjamin F.—Private in Co. G, 6th Va. Inf. Prom. 2d lieut. Co. B, 9th Va.
Crockett, George—Private in Co. G, 6th Va. Inf.
Charlton, Joseph—Private in Co. H, 12th Va. Inf.
Cusick, Thomas—Private in Co. H, 12th Va. Inf.
Charlton, Cary—Private in Co. H, 12th Va. Inf.
Connor, Thomas L.—Private in Co. H, 12th Va. Inf.
Carroll, H. W.—Private in Co. H, 12th Va. Inf.
Carlon, John—Private in Co. H, 12th Va. Inf.
Connor, James—Private in Co. H, 12th Va. Inf.
Carter, John R.—Private in Co. H, 12th Va. Inf.
Crump, George R.—Private in Co. I, 12th Va. Inf.
Crismond, George E.—Private in Portsmouth Light Art.
Cummings, Southall—Private in Portsmouth Light Art.
Creekmore, Walter A.—Private in Portsmouth Light Art.
Culver, George D.—Private in Portsmouth Light Art.
Clarke, W. T.—Sergeant in Norfolk Light Art. Blues.
Cooke, John S.—Private in Norfolk Light Art. Blues.
Collins, W. W.—Private in Norfolk Light Art. Blues.
Capps, L. O.—Private in Norfolk Light Art. Blues.
Cornick, H.—Private in Norfolk Light Art. Blues.
Carroll, William S.—Private in Norfolk Light Art. Blues.
Cocke, W. R. C.—Private in Norfolk Light Art. Blues.
Cox, William R.—Private in Norfolk Light Art. Blues.
Cutherell, William S.—Private in Norfolk Light Art. Blues.
Cocke, P. St. George—Private in Norfolk Light Art. Blues.
Connor, Christopher O.—Private in Norfolk Light Art. Blues.
Curran, Albert G.—Private in Norfolk Light Art. Blues.
Currier, Robert A.—Private in Norfolk Light Art. Blues.
Carter, Richard W.—Assistant to commissary sergeant, Norfolk Light Art. Blues.
Callis, William—Private in Atlantic Art.
Cosby, W. H.—5th sergeant in United Art.
Carr, W. H.—6th sergeant in United Art.
Carstaphan, John—2d corporal in United Art.
Capps, John—Private in United Art.
Clarke, Alexander—Private in United Art.
Clarke, Fred S.—Private in United Art.
Cameron, Charles—Private in United Art.
Cook, Edward—Private in United Art.
Chestnut, Nicholas—Private in United Art.
Cain, Richard C.—Private in United Art.
Cornell, J. R.—Private in United Art.
Conoway, Ed. J.—Private in Young's Harbor Guard-Art.
Colonna, George M.—Private in Young's Harbor Guard-Art.
Colonna, William—Private in Young's Harbor Guard-Art.
Corbett, Thomas H.—Private in Young's Harbor Guard-Art.
Curtis, Edward—Private in Young's Harbor Guard-Art.
Crockett, John—Private in Young's Harbor Guard-Art.
Chandler, Lindsay—Private in Pendleton's Art.
Crow, Charles—Lieutenant in Purcell Battery, Richmond.
Cooper, John F.—Captain Co. F, 15th Va. Cav.
Cooper, Arthur—Private in Co. F, 15th Va. Cav.
Cooper, Edward P.—Private in Co. F, 15th Va. Cav.
Culpepper, Daniel M.—Private in Co. F, 15th Va. Cav.
Cox, Thomas—Private in Co. F, 15th Va. Cav.
Coleburn, William—Private in Co. F, 15th Va. Cav.
Creamer, James—Private in Co. F, 15th Va. Cav.
Creekmore, Alexander O.—Private in Co. F, 15th Va. Cav.
Creekmore, J. J.—Private in Co. F, 15th Va. Cav.
Capps, Andrew J.—Private in Co. C, 13th Va. Cav.
Camm, Robert J.—Private in New Orleans Cadets.
Corprew, O. H. B.—Captain and assistant quartermaster in Mahone's Div.
Clarke, W. H.—Pilot in C. S. Navy.
Cherry, Virginus—Seaman in C. S. Navy.
Cone, Edward—Seaman in C. S. Navy.
Cornick, James—Surgeon in C. S. Navy.
Carlon, James—Assistant engineer in C. S. Navy.
Corran, A. G.—Master's mate in C. S. Navy.
Cooke, James W.—Captain in C. S. Navy.
Cornick, Henry—Master in C. S. Navy.
City, George W.—Assistant engineer in C. S. Navy.
Cowley, Stephen A.—Captain and adjutant general.
Cocke, W. M.—Assistant surgeon in C. S. Army.

Cherry, I. J.—Assistant surgeon in C. S. Army.
Covert, J. M.—Assistant surgeon in C. S. Army.
Cooke, Giles B.—Major and assistant inspector general.
Cunningham, Arthur C.—Lieutenant-colonel in 10th Ala. Regt.
Cooke, William G.—Private in Co. K, 30th Battalion.
Carr, John Robert—
Cooper, James Samuel—Private in Co. I.
Carroll, John F.—Private in Co. A.

D.

Davis, Elzy—Private in Co. I, 38th Va. Inf.
Dier, Edward F.—Private in Co. I, 38th Va. Inf.
Dozier, James W., Jr.—Private in Co. I, 38th Va. Inf.
Downing, Charles W.—Private in Co. I, 38th Va. Inf. Prom. capt.
Detrick, John—Private in Co. F, 41st Va. Inf.
Dashiell, Levin H.—Private in Co. F, 41st Va. Inf.
Dey, Apollos O.—Private in Co. F, 41st Va. Inf.
Dey, David—Private in Co. F, 41st Va. Inf.
Davis, William T.—Private in Co. F, 41st Va. Inf.
Deyser, Luke—Private in Co. F, 41st Va. Inf.
Dunford, Virgil H.—Private in Co. I, 41st Va. Inf.
Dudley, William R.—Sergeant in Co. A, 61st Va. Inf.
Diggs, Benjamin F.—Private in Co. A, 61st Va. Inf.
Deford, John W.—Private in Co. A, 61st Va. Inf.
Davis, William G. B.—Private in Co. B, 61st Va. Inf.
Davis, James—Private in Co. B, 61st Va. Inf.
Doxey, David W.—Private in Co. B, 61st Va. Inf.
Dudley, Willis W.—Private in Co. B, 61st Va. Inf.
Darnold, John W.—Private in Co. C, 61st Va. Inf.
Deconier, John—Private in Co. C, 61st Va. Inf.
Doxey, Grandy B.—Private in Co. C, 61st Va. Inf.
Dunstan, W. H.—Corporal in Co. D, 61st Va. Inf.
Davis, John Harrison—Private in Co. D, 61st Va. Inf.
Drewry, William—Second lieutenant in Co. E, 61st Va. Inf.
Deford, Richard H.—Private in Co. E, 61st Va. Inf.
Dillon, Lee W.—Private in Co. K, 61st Va. Inf.
Duke, Gideon—Private in Co. A, 3d Va. Inf.
Davis, John W.—Private in Co. B, 3d Va. Inf. Det. to work in Navy Yard 1863.
Dunn, Edward—Private in Co. B, 3d Va. Inf. Ap. drum major 1861.
Dixon, John R.—Corporal in Co. F, 3d Va. Inf. Prom. sergt.
Deans, Joseph—Private in Co. H, 3d Va. Inf.
Dongan, James W.—1st lieutenant in Co. H, 3d Va. Inf.
Dolly, William—1st lieutenant in Co. H, 3d Va. Inf.
DeGraw, William—Corporal in Co. D, 9th Va. Inf. Furnished sub. 1861.
Deakin, George—Corporal in Co. D, 9th Va. Inf.
Darden, Richard—Corporal in Co. D, 9th Va. Inf.
Day, William—Corporal in Co. D, 9th Va. Inf. Trans. to Gov.'s Guard.
Darden, Samuel—Corporal in Co. D, 9th Va. Inf.
Darden, Joseph L.—Corporal in Co. D, 9th Va. Inf.
Denson, Virginus S.—Private in Co. G, 9th Va. Inf.
Dozier, Cornelius M.—2d lieutenant in Co. I, 9th Va. Inf.
Dennis, Samuel—Private in Co. I, 9th Va. Inf. Trans. to Co. C, 13th Va. Cav.
Duncan, Blanch.—Private in Co. I, 9th Va. Inf.
Duncan, John—Private in Co. I, 9th Va. Inf.
Duncan, Richard—Private in Co. I, 9th Va. Inf.
Daughtrey, William—Private in Co. I, 9th Va. Inf.
Duke, Henry—Private in Co. I, 9th Va. Inf. Trans. to Co. C, 13th Va. Cav.
Duke, Lewis—Private in Co. I, 9th Va. Inf.
Dyson, Walter W.—Private in Co. K, 9th Va. Inf.
Dent, William—Private in Co. K, 9th Va. Inf. Detached 1861.
Daughtrey, Robert T.—Private in Co. K, 9th Va. Inf.
Davis, J. C. A.—Private in Co. K, 9th Va. Inf.
Dunderdale, J. A. F.—Private in Co. K, 9th Va. Inf.
Davis, W. W.—Sergeant in Co. C, 16th Va. Inf.
Dann, Silas—Private in Co. C, 16th Va. Inf. Prom. sergt.
Darden, Edward—Private in Co. C, 16th Va. Inf.
Deal, William—Private in Co. C, 16th Va. Inf.
Diggs, William W.—Private in Co. C, 16th Va. Inf.
Deal, Willis—Private in Co. A, 6th Va. Inf.
Denson, Alexander J.—2d lieutenant in Co. C, 6th Va. Inf. Prom. 1st lieut.
Dashiell, James W.—3d lieutenant in Co. C, 6th Va. Inf. Prom. 2d lieut.
Doyle, Nathan C.—Private in Co. C, 6th Va. Inf.
Dunn, Thomas—Private in Co. C, 6th Va. Inf.
Donald, Caleb J.—Private in Co. D, 6th Va. Inf.
Deiches, W.—Private in Co. G, 6th Va. Inf. Det. in Hospt.
Dey, James B.—Private in Co. G, 6th Va. Inf.
Dashiell, James J.—Private in Co. H, 6th Va. Inf.
Dunbar, John T.—Private in Co. H, 6th Va. Inf. Ap. sergt. 1863.
Dunn, William F.—Private in Co. H, 6th Va. Inf. Prom. corpl.
Dunn, William A.—Private in Co. H, 6th Va. Inf.
Dashiell, Charles—2d lieutenant in Co. H, 12th Va. Inf.
Dashiell, John M.—3d corporal in Co. H, 12th Va. Inf.
Dozier, Thomas L.—Private in Co. H, 12th Va. Inf.
Davis, Thomas H.—Private in Co. H, 12th Va. Inf.
Davis, William H.—Private in Co. H, 12th Va. Inf.
Diggs, James—Private in Co. H, 12th Va. Inf.
Dobbs, Andrew J.—Private in Co. H, 12th Va. Inf.
Dashiell, F. S.—Private in Co. H, 12th Va. Inf.
Drewry, John B.—Private in Co. F, 32d Va. Inf.
Drummond, Thomas F.—Lieutenant in Co. F, 46th Va. Inf.
Dilsburg, John H.—Private in Portsmouth Light Art.
Denson, A. J.—Private in Norfolk Light Art. Blues.
Doughtie, H. S.—Private in Norfolk Light Art. Blues.
Drummond, R. J.—Private in Norfolk Light Art. Blues.
Drummond, C. H.—Private in Norfolk Light Art. Blues.
Dunn, J. R.—Private in Norfolk Light Art. Blues.
Davis, Alexander—Private in Norfolk Light Art. Blues.
Douglas, Thomas H.—Private in Norfolk Light Art. Blues.
Dozier, Tully F.—Private in Atlantic Art.
Duke, W. F.—Private in United Art.
Duncan, James—Private in United Art.
Dalton, A. J.—Private in United Art.
Deane, John—Private in United Art.
Dudley, William F.—Private in United Art.

Davis, John -Private in Young's Harbor Guard-Art.
Dray, William H.—Corporal in 3d N. C. Art.
Dunaway, A. B.—Corporal in Co. D, 9th Va. Cav.
Dennis, M. W.—Private in Co. C, 13th Va. Cav.
Driver, Elliott J.—Private in Co. C, 13th Va. Cav.
Duke, Hardy—Private in Co. C, 13th Va. Cav.
Dunford, Emanuel—Private in Co. C, 13th Va. Cav.
Dockerty, William—Private in Co. I, 13th Va. Cav.
Dickinson, Hudson M.—Lieutenant in Co. I, 8th Va. Cav.
Davis, Charles T.—Private in Co. F, 15th Va. Cav.
Davis, Gideon V.—Private in Co. F, 15th Va. Cav.
Denby, Andrew J.—Private in Co. F, 15th Va. Cav.
Denby, Edward—Private in Co. F, 15th Va. Cav.
Dixon, Ralph—Private in Co. F, 15th Va. Cav.
Duke, Joseph T.—Private in Co. I, 24th Va. Cav.
Dilworth, John R.—Private in Signal Corps.
Darden, Goodman—Major of Co. C, 8th N. C. Regt.
Denson, C. B.—Captain of Co. E, 10th N. C. Regt.
Denson, Joseph E.—Private in Co. E, 10th N. C. Regt.
Diggs, C. C.—Private in Co. A, 3d Ga. Regt.
Downing, Charles W.—Captain in Cohoon's Battalion Inf.
DeBree, A. M.—Lieutenant in C. S. Navy.
DeBree, John, Jr.—Assistant surgeon in C. S. Navy.
DeBree, John—Paymaster in C. S. Navy.
Dornin, F. B.—Midshipman in C. S. Navy.
Doland, J. T.—Assistant engineer in C. S. Navy.
Dunderdale, John—Boatswain in C. S. Navy.
Dungan, Edward J.—2d assistant engineer in C. S. Navy.
Duncan, James H.—Lieutenant in Co. B, Baker's Regt.
Duffield, Charles B.—Major and adjutant general.

E.

Etheredge, William H.—Captain of Co. F, 41st Va. Inf. Prom. Maj. 41st Va. Inf.
Etheredge, John N.—Lieutenant in Co. F, 41st Va. Inf.
Edmond, John J.—Private in Co. F, 41st Va. Inf.
Edmunds, Henry—Private in Co. F, 41st Va. Inf.
Edmunds, Abel—Private in Co. F, 41st Va. Inf.
Elliott, Kemp B.—Private in Co. F, 41st Va. Inf.
Etheredge, Charles O.—Private in Co. F, 41st Va. Inf.
Edmondson, Gabriel—Private in Co. F, 41st Va. Inf.
Etheredge, Henry S.—Sergeant in Co. A, 61st Va. Inf.
Etheredge, Josiah—Corporal in Co. C, 61st Va. Inf.
Eason, George W.—Private in Co. C, 61st Va. Inf.
Etheredge, Dennis M.—Sergeant in Co. E, 61st Va. Inf.
Edmunds, Luther—Musician in Co. E, 61st Va. Inf.
Etheredge, Frederick—Private in Co. E, 61st Va. Inf.
Etheredge, Isaiah—Private in Co. E, 61st Va. Inf.
Etheredge, John—Private in Co. E, 61st Va. Inf.
Etheredge, Martin—Private in Co. E, 61st Va. Inf.
Evans, Charles—Corporal in Co. I, 61st Va. Inf.
Eure, Hillary—Private in Co. I, 61st Va. Inf.
Eure, Henry—Private in Co. I, 61st Va. Inf.
Eure, Augustus—Private in Co. I, 61st Va. Inf. Furnished subst.
Edwards, John R.—Private in Co. A, 3d Va. Inf. Prom. lieut.
Etheredge, Evan D.—Private in Co. A, 3d Va. Inf.
Etheredge, James M.—Private in Co. A, 3d Va. Inf.
Etheredge, Cornelius—Private in Co. B, 3d Va. Inf. Trans. to navy.
Etheredge, John E.—Private in Co. H, 3d Va. Inf.
Edgar, George—Private in Co. H, 3d Va. Inf.
Eastman, Lewis—Private in Co. D, 9th Va. Inf. Trans. to navy.
Etheredge, Samuel R.—Private in Co. G, 9th Va. Inf.
Edwards, Amos W.—Private in Co. G, 9th Va. Inf.
Edmonds, Samuel W.—Private in Co. G, 9th Va. Inf
Everett, Charles—Private in Co. I, 38th Va. Inf.
Etheredge, Charles A.—Sergeant in Co. C, 16th Va. Inf.
Edmonds, John T.—Private in Co. C, 6th Va. Inf.
Evans, Peter—Private in Co. D, 6th Va. Inf.
Etheredge, George W.—Private in Co. D, 6th Va. Inf.
Elliott, John W.—Private in Co. D, 6th Va. Inf.
Etheredge, ——— —Private in Co. G, 6th Va. Inf.
Edwards, Walter A.—3d sergeant in Co. H, 6th Va. Inf. Prom. 1st sergt. 1863.
Edmonds, William—Private in Co. H, 12th Va. Inf.
Eason, Israel—Private in Co. F, 15th Va. Cav.
Ewell, John—Private in Portsmouth Light Art.
Elliott, J. W.—Corporal in Norfolk Light Art. Blues.
Elliott, Thomas H.—Private in Norfolk Light Art. Blues.
Ewell, Jesse—Private in Norfolk Light Art. Blues.
Evans, Arthur—Private in Atlantic Art.
Eisenbiess, Thaddeus E.—2d lieutenant in United Art.
Edmonds, Andrew—Corporal in Young's Harbor Guard-Art.
Everett, Lemuel—Private in Young's Harbor Guard-Art.
Etheredge, William E.—Private in Young's Harbor Guard-Art.
Etheridge, John—Private in Co. B, 58th N. C. Inf
Emmerson, John—1st corporal in Signal Corps. Prom. capt. and A. C. S.
Evans, Richard—Master in C. S. Navy.
Elliott, William H.—Coxswain in C. S. Navy; also 34th Va. Inf.
Etheredge, A. E.—Captain and assistant quarter master.

F.

Fraley, Edward K.—Private in Co. A, 2d La. Inf.
Falk, Victor N.—Private in Co. B, 5th La. Inf.
Fitchell, William—Private in Co. I, 38th Va. Inf.
Forrest, John—Private in Co. I, 38th Va. Inf.
Frost, W. W.—Private in Co. I, 38th Va. Inf.
Flora, Henry C.—Private in Co. I, 38th Va. Inf.
Ferguson, Henry—Private in Co. I, 38th Va. Inf.
Forbes, Elijah B.—Private in Co. F, 41st Va. Inf.
Foreman, Josephus—Private in Co. F, 41st Va. Inf.
Fisher, Caleb—Private in Co. F, 41st Va. Inf.
Forrest, John R.—Private in Co. F, 41st Va. Inf.
Foreman, Washington—Private in Co. F, 41st Va. Inf.
Foreman, Thomas—Private in Co. F, 41st Va. Inf.
Fitchett, William E.—Private in Co. F, 41st Va. Inf.
Fentress, John—Private in Co. F, 41st Va. Inf.
Ferrell, John—Private in Co. A, 61st Va. Inf.
Foreman, Acelius G.—Private in Co. A, 61st Va. Inf.
Foreman, W. A.—Private in Co. A, 61st Va. Inf.
Fulford, James—Private in Co. A, 61st Va. Inf.
Fulford, James E.—2d lieutenant in Co. B, 61st Va. Inf. Prom. 1st lieut.

Fisher, A. B. C.—2d sergeant in Co. B, 61st Va. Inf. Prom. 3d lieut.
Ferrell, George—Private in Co. B, 61st Va. Inf.
Fanshaw, Alpheus—Private in Co. B, 61st Va. Inf.
Fentress, Joseph—Private in Co. B, 61st Va. Inf.
Foreman, John W.—Private in Co. B, 61st Va. Inf.
Forbes, E. W.—Corporal in Co. C, 61st Va. Inf.
Forbes, Nathaniel—Private in Co. C, 61st Va. Inf.
Fulford, Thomas H.—Private in Co. C, 61st Va. Inf.
Flarity, Thomas—Private in Co. D, 61st Va. Inf.
Flanagan, Edward—Private in Co. D, 61st Va. Inf.
Flemming, Malon R.—Private in Co. D, 61st Va. Inf.
Ferebee, Grandy—Private in Co. E, 61st Va. Inf.
Foster, James S.—Private in Co. E, 61st Va. Inf.
Foreman, Isaiah—Private in Co. H, 61st Va. Inf.
Foreman, James R.—Private in Co. H, 61st Va. Inf.
Friedlin, Amile C.—Private in Co. H, 61st Va. Inf.
Ferrill, John—Private in Co. I, 61st Va. Inf.
Fowler, A. J.—Private in Co. I, 61st Va. Inf.
Forbes, Simeon—Private in Co. K, 61st Va. Inf.
Flannagan, Andrew—Private in Co. K, 61st Va. Inf.
Fentress, Batson—Private in Co. A, 3d Va. Inf.
Fentress, Joshua—Private in Co. A, 3d Va. Inf.
Friedlin, John—Private in Co. A, 3d Va. Inf.
Fisher, William C.—Private in Co. A, 3d Va. Inf.
Forward, John W.—Private in Co. A, 3d Va. Inf.
Fitchell, George P.—Private in Co. B, 3d Va. Inf. Det. to work in Navy Yard.
Foils, Henry—Musician in Co. H, 3d Va. Inf.
Franklin, Thomas—Private in Co. H, 3d Va. Inf.
Friedlin, Adolph—Private in Co. H, 3d Va. Inf.
Flemming, Thomas—Private in Co. H, 3d Va. Inf.
Flemming, Caleb—Private in Co. H, 3d Va. Inf.
Futtett, George—Private in Co. D, 9th Va. Inf.
Ferebee, George W.—Private in Co. G, 9th Va. Inf.
Ferebee, Joseph K.—Private in Co. G, 9th Va. Inf.
Fiendly, James W.—Private in Co. G, 9th Va. Inf.
Field, Richard—Private in Co. I, 9th Va. Inf.
Foster, Frank S.—Private in Co. K, 9th Va. Inf. Trans. Signal Corps 1862.
Foster, A. R.—Private in Co. K, 9th Va. Inf. Trans. Signal Corps 1862.
Forbes, Thomas N.—Private in Co. K, 9th Va. Inf.
Fiske, Melzar G.—Private in Co. K, 9th Va. Inf.
Forsyth, John—3d corporal in Co. A, 6th Va. Inf. Prom. color sergt.
Flora, Joel—Private in Co. A, 6th Va. Inf. Fur. subst. 1862; subst. deserted.
Field, Robert—Private in Co. A, 6th Va. Inf.
Fredericks, Lewis—Private in Co. C, 6th Va. Inf.
Face, James P.—Private in Co. C, 6th Va. Inf.
Flannagan, John T.—Private in Co. C, 6th Va. Inf.
Frestine, John W.—Private in Co. D, 6th Va. Inf.
Frestine, J. E.—Private in Co. D, 6th Va. Inf.
Fulcher, Gabriel F.—Private in Co. D, 6th Va. Inf.
Fisher, James E.—Private in Co. D, 6th Va. Inf.
Finley, Thomas—Private in Co. D, 6th Va. Inf.
Fowler, Robert—Private in Co. D, 6th Va. Inf.
Flournoy, E. H.—Private in Co. D, 6th Va. Inf. Prom. 1st lieutenant 1864.
Fentress, Thomas—Private in Co. G, 6th Va. Inf. Ap. hospt. steward 1862.
Fitchett, Julius M.—Private in Co. G, 6th Va. Inf. Trans. to Fitchett's Bat. 1862.
Fletcher, Oliver N.—Private in Co. G, 6th Va. Inf.
Freeman, Robert—Private in Co. G, 6th Va. Inf. Ap. master's mate navy 1864.
Foreman, Columbus W.—Private in Co. G, 6th Va. Inf. Trans. Co. B, 5th Va. Cav., 1863.
Freeman, Joseph N.—Private in Co. G, 6th Va. Inf. Ap. engr. navy.
Ferris, James—Private in Co. H, 6th Va. Inf.
Ferratt, John B.—Private in Co. D, 14th Va. Inf.
Flemming, James H.—Private in Co. F, 26th Va. Inf.
Fitzgerald, William H.—Private in Co. H, 12th Va. Inf. Ap. master in navy 1863.
Fauth, Bernard—Lieutenant in Portsmouth Light Art. Joined Signal Corps.
Fitzsimmons, Thomas—Private in Portsmouth Light Art.
Forbes, V.—Private in Portsmouth Light Art.
Fentress, William T.—Lieutenant in Portsmouth Light Art.
Fitzgerald, W.—Private in Norfolk Light Art. Blues.
Fitzgerald, E.—Private in Norfolk Light Art. Blues.
Fletcher, F.—Private in Norfolk Light Art. Blues.
Floyd, John W.—Private in Norfolk Light Art. Blues.
Ferguson, William K.—Private in Norfolk Light Art. Blues.
Ferrat, John B.—Private in Norfolk Light Art. Blues. Det. hospt. steward 1863.
Forden, William B.—Private in Norfolk Light Art. Blues.
Forrest, William S., Jr—Private in Norfolk Light Art. Blues.
Fugitt, William—Private in Norfolk Light Art. Blues.
Flannigan, Fletcher—Private in Atlantic Art.
Fisher, Charles—Private in United Art.
Fowler, John—Private in United Art.
Flynn, John—Private in United Art.
Fisher, Laben J.—Private in Co. C, 15th Va. Cav.
Fentress, Joshua—Private in Co. F, 15th Va. Cav.
Fentress, David—Private in Co. F, 15th Va. Cav.
Fentress, William H.—Private in Co. F, 15th Va. Cav.
Fentress, James—Private in Co. F, 15th Va. Cav.
Foreman, Claudius T.—Private in Co. F, 15th Va. Cav.
Foreman, William H.—Private in Co. F, 15th Va. Cav.
Foreman, Alexander—Private in Co. F, 15th Va. Cav.
Frizzell, Joseph—Private in Co. F, 15th Va. Cav.
Frizzell, John—Private in Co. F, 15th Va. Cav.
Fulford, Arthur—Private in Co. F, 15th Va. Cav.
Forbes, Peter S.—Private in Co. F, 15th Va. Cav.
Flora, John T.—Private in Co. F, 15th Va. Cav. Trans. to N. C. Regt.
Fiske, James W.—Private in Co. F, 15th Va. Cav.
Fiske, Richard B.—Private in Co. F, 15th Va. Cav.
Fletcher, Hannibal—Private in Co. I, 15th Va. Cav.
Ferguson, George S.—Private in Co. E, 1st Va. Cav.
Ford, William—Private in Co. C, 13th Va. Cav.
Freer, George H.—Private in Signal Corps.
Forbes, Robert A.—Private in Signal Corps.
Freeman, R. J.—Assistant surgeon in C. S. Navy.
Freeman, W. J.—Assistant surgeon in C. S. Navy.
Forrest, Dulaney A.—Lieutenant in C. S. Navy.
Freeman, J. M., Jr.—Engineer in C. S. Navy.

G.

Garrett, W. T.—Private in Co. I, 38th Va. Inf.
Graham, Joseph—Private in Co. I, 38th Va. Inf.
Graham, Tinsley—Private in Co. I, 38th Va. Inf.
Godfrey, Gervais K.—Private in Co. I, 38th Va. Inf.
Godfrey, William T.—Private in Co. I, 38th Va. Inf.
Guy, George—Private in Co. I, 38th Va. Inf.
Gray, William T.—Lieutenant in Co. F, 41st Va. Inf.
Godfrey, Josephus—Corporal of Co. F, 41st Va. Inf.
Godfrey, Walton—Private in Co. F, 41st Va. Inf.
Gibson, Peter H.—Private in Co. F, 41st Va. Inf.
Gilbert, Robertson—Private in Co. F, 41st Va. Inf.
Gilbert, Richard B.—Private in Co. F, 41st Va. Inf.
Grimes, J. A.—Private in Co. A, 61st Va. Inf.
Grimes, J. F. A.—Private in Co. A, 61st Va. Inf.
Guinn, Franklin—Private in Co. A, 61st Va. Inf.
Gwynn, Isaac F.—Private in Co. A, 61st Va. Inf.
Gregory, William H.—Private in Co. B, 61st Va. Inf.
Grimstead, Jonathan—Private in Co. B, 61st Va. Inf.
Garret, James E.—Sergeant in Co. C, 61st Va. Inf.
Gallup, John—Corporal in Co. C, 61st Va. Inf.
Glenn, Samuel T.—Private in Co. C, 61st Va. Inf.
Grandy, Abner W.—Private in Co. C, 61st Va. Inf.
Gallop, John C.—Private in Co. C, 61st Va. Inf.
Guilford, James—Private in Co. C, 61st Va. Inf.
Godwin, A. D. R.—Private in Co. D, 61st Va. Inf.
Godfrey, L. W.—1st lieutenant in Co. E, 61st Va. Inf.
Gammon, Joshua B.—Private in Co. E, 61st Va. Inf.
Gifford, Samuel—Private in Co. E, 61st Va. Inf.
Gammon, Alexander—Private in Co. E, 61st Va. Inf.
Gibson, William M.—Private in Co. E, 61st Va. Inf.
Grimes, John F.—Private in Co. E, 61st Va. Inf.
Gwynn, Ashbury—Private in Co. E, 61st Va. Inf.
Gwynn, Frederick—Private in Co. E, 61st Va. Inf.
Gilbert, Thomas—Private in Co. E, 61st Va. Inf.
Gleason, James A.—1st sergeant in Co. H, 61st Va. Inf. Prom. 1st lieut.
Gallup, John, Sr.—Private in Co. H, 61st Va. Inf.
Gilding, George F.—Private in Co. H, 61st Va. Inf.
Gallagher, Carney—Private in Co. H, 61st Va. Inf.
Gallagher, Edward—Private in Co. H, 61st Va. Inf.
Godwin, Laban T.—Private in Co. I, 61st Va. Inf. Prom. sergt.
Griggs, Charles W.—Private in Co. K, 61st Va. Inf.
Garress, Isaiah—Private in Co. K, 61st Va. Inf.
Gallop, Samuel—Private in Co. A, 3d Va. Inf.
Gallop, John, Sr.—Private in Co. A, 3d Va. Inf.
Gallop, John, Jr.—Private in Co. A, 3d Va. Inf.
Godfrey, Stephen—Private in Co. A, 3d Va. Inf.
Godfrey, Mark—Private in Co. A, 3d Va. Inf.
Gordon, Benjamin F.—Private in Co. A, 3d Va. Inf.
Grant, Vernon C.—3d lieutenant in Co. B, 3d Va. Inf. Ap. quartermaster.
Guy, Robert—2d sergeant in Co. B, 3d Va. Inf. Elected lieut.
Grimes, Bartlett—Private in Co. B, 3d Va. Inf. Trans. to navy.
Grimes, James E.—Private in Co. H, 3d Va. Inf.
Goodson, Calvin—Private in Co. H, 3d Va. Inf.
Gleason, George W.—Private in Co. H, 3d Va. Inf.
Graham, Thomas—Private in Co. H, 3d Va. Inf.
Grant, Frank H.—Private in Co. B, 9th Va. Inf.
Grant, George W.—Private in Co. D, 9th Va. Inf.
Goodson, Henry—Private in Co. D, 9th Va. Inf. Trans. to Grimes' Battery.
Greenwood, James—Private in Co. D, 9th Va. Inf. Trans. to navy.
Gray, William—Private in Co. D, 9th Va. Inf.
Gayle, Nathaniel G.—Lieutenant in Co. G, 9th Va. Inf. Trans. to navy 1865.
Grant, Jordan W.—Private in Co. G, 9th Va. Inf.
Gaskins, Thomas S.—Private in Co. G, 9th Va. Inf.
Grant, Benjamin F.—Private in Co. G, 9th Va. Inf.
George, Thomas—Corporal in Co. G, 9th Va. Inf. Trans. to navy 1863.
Grimes, Joshua—Sergeant in Co. I, 9th Va. Inf. Prom. ensign.
Grimes, T. J.—Sergeant in Co. I, 9th Va. Inf.
George, J. W.—Private in Co. I, 9th Va. Inf.
Gurley, J.—Private in Co. I, 9th Va. Inf.
Godwin, Leroy C.—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps 1862.
Gray, J. N.—Sergeant in Co. K, 9th Va. Inf.
Grant, L. H.—Drummer in Co. K, 9th Va. Inf.
Griffin, Cornelius—Private in Co. K, 9th Va. Inf.
Godwin, D. J.—Colonel of 9th Va. Inf.
Guy, Joseph L.—Private in Co. A, 16th Va. Inf.
Gayle, John H.—Captain of Co. C, 16th Va. Inf.
Gayle, Levin J.—Private in Co. C, 16th Va. Inf. Prom. Adj. 12th Ala. Regt.
Gayle, John M.—Private in Co. C, 16th Va. Inf.
Grant, Robert S.—Private in Co. C, 16th Va. Inf.
Grant, Edward—Private in Co. C, 16th Va. Inf.
Godwin, William—Private in Co. C, 16th Va. Inf.
Godwin, Ellison—Private in Co. C, 16th Va. Inf.
Gornto, William—Private in Co. C, 16th Va. Inf.
Gregory, Quinton T.—Private in Co. A, 6th Va. Inf.
Gregory, John W.—Private in Co. A, 6th Va. Inf.
Gauley, John R.—Private in Co. C, 6th Va. Inf.
Garrett, Edward—Private in Co. C, 6th Va. Inf.
Gale, Peter M.—Private in Co. C, 6th Va. Inf.
Gills, Joseph P.—Private in Co. D, 6th Va. Inf.
Gordon, William R.—Private in Co. G, 6th Va. Inf. Ap. Hosp't. Steward 1862.
Goodridge, F. E.—Private in Co. G, 6th Va. Inf. Det. —1861—Lieut. Ord. Dept.
Goodridge, George K.—Private in Co. G, 6th Va. Inf. Det.—1861.
Guyott, Robert S.—Private in Co. G, 6th Va. Inf. Ap. Ord. Sergt. 9th Va. Regt.
Gwynn, T. P.—Private in Co. G, 6th Va. Inf. Ap. first Lieut. Marines C. S. Navy.
Gatch, Thomas A.—First lieutenant of Co. H, 6th Va. Inf.
Gray, William—Private in Co. H, 6th Va. Inf.
Gillerlain, Peter J.—Private in Co. H, 6th Va. Inf.
Gale, William—Musician in Co. H, 12th Va. Inf.
Gray, James R.—Private in Co. H, 12th Va. Inf.
Griffin, A. J.—Private in Co. H, 12th Va. Inf.
Griffin, John—Private in Co. H, 12th Va. Inf.
Grimes, Cary F.—Captain Portsmouth Light Art.
Griffin, J. B.—Private in Portsmouth Light Art.
Griffin, James W.—Private in Portsmouth Light Art.
Goodson, Henry P.—Private in Portsmouth Light Art.
Grandy, Charles R.—Captain of Norfolk Light Art. Blues.
Gaskins, G. O.—Private in Norfolk Light Art. Blues.

Ghiselin, H.—Private in Norfolk Light Art. Blues.
Ghiselin, R.—Private in Norfolk Light Art. Blues.
Gordon, J. P.—Private in Norfolk Light Art. Blues.
Gordon, George W.—Private in Norfolk Light Art. Blues.
Graves, C. M.—Private in Norfolk Light Art. Blues.
Gordon, M.—Private in Norfolk Light Art. Blues.
Gale, James D.—Third lieutenant Norfolk Light Art. Prom. first lieut.
Gale, Joseph A.—Private in Norfolk Light Art. Det. Hosp't. steward 1862.
George, Joseph D.—Private in Norfolk Light Art.
Gale, A. C.—Private in Norfolk Light Art.
Gibbs, William—Private in Norfolk Light Art.
Guyot, Thomas—Private in Norfolk Light Art.
Gormley, J. J.—Private in Norfolk Light Art. Det. in Hosp't. 1862.
Gordon, Samuel—First corporal Atlantic Art.
Griggs, George D.—Private in Atlantic Art.
Griffin, W. A.—Private in Atlantic Art.
Glennan, William—Private in United Art.
Georgan, Michael—Private in United Art.
Godfrey, Augustus—Corporal Young's Harbor Guard, Art.
Gilbert, James—Private in Young's Harbor Guard,—Art.
Griffin, John—Private in Young's Harbor Guard,—Art.
Gatewood, Robert—Chaplain Starke's Battery, Art.
Gould, B. W. F.—Private in Co. C, 13th Va. Cav.
Guy, Thomas G.—Private in Co. A, 15th Va. Cav.
Gammon, John W.—Private in Co. F, 15th Va. Cav.
Grandy, Thomas G.—Private in Co. F, 15th Va. Cav. Trans. to N. C. Regt.
Gornto, David T.—Private in Co. F, 15th Va. Cav.
Guy, Benjamin F.—Private in Co. F, 15th Va. Cav.
Gaffney, Lawrence—Private in Co. C, 1st Va. Inf.
Green, Joseph T.—Private in Co. F, 26th Va. Inf.
Giles, James—Colonel 29th Va. Inf.
Grant, A. H.—Private in Co. D, 4th Va. Reserves.
Garnett, Robert E.—Home Guard.
Grandy, P. H.—Major 1st N. C. Regt.
Grandy, A. H.—Lieutenant Co. B, 8th N. C. Regt.
Grimes, George W.—Lieutenant Co. G, 17th N. C. Regt.
Griffin, Randolph—Private in Co. C, 3d Ga. Regt.
Gayle, B. B.—Colonel 12th Ala. Regt.
Godwin, E. C.—Private in Signal Corps.
Galt, F. L.—Surgeon C. S. Navy.
Gayle, Nat. C.—Carpenter, C. S. Navy.
Gray, James—Seaman, C. S. Navy.
Gibbs, John R.—Master, C. S. Navy.
Green, James F.—Assistant engineer, C. S. Navy.
Gormley, Crawford—Gunner, C. S. Navy.
Guthrie, John Julius—Captain, C. S. Navy.
Gayle, Nathaniel C.—Carpenter, C. S. Navy.
Godwin, Archibald C.—Brigadier-general.
Grice, George W.—Major and commissary.
Griffin, John T.—Captain and assistant civil engineer.
Ghiselin, James W.—Private; killed at Shiloh, 1862.

H.

Henderson, James L.—
Hester, Thomas—Private.
Hodges, H. H.—Private.
Hudgins, R. D.—Private in Co. A, 3d Va. Battalion Inf.
Hervey, W. T.—Private in Co. F, Forrest's Brigade.
Hodges, James Gregory—Colonel 14th Va. Inf.
Holstead, Benjamin F.—First lieutenant Co. I, 38th Va. Inf.
Hudgins, William H.—Private in Co. I, 38th Va. Inf.
Hudgins, Samuel N.—Private in Co. I, 38th Va. Inf.
Holland, John—Private in Co. I, 38th Va. Inf.
Harvey, John—Private in Co. I, 38th Va. Inf.
Harvey, Henry—Private in Co. I, 38th Va. Inf.
Howe, William—Private in Co. I, 38th Va. Inf.
Hudgins, John D.—Corporal in Co. F, 41st Va. Inf.
Hodges, Riley W.—Private in Co. F, 41st Va. Inf.
Hodges, William W.—Private in Co. F, 41st Va. Inf.
Hodges, David—Private in Co. F, 41st Va. Inf.
Hanbury, William T.—Private in Co. F, 41st Va. Inf.
Howell, Jesse B.—Private in Co. F, 41st Va. Inf.
Hughes, Isaac B.—Private in Co. F, 41st Va. Inf.
Halstead, Henry—Private in Co. F, 41st Va. Inf.
Hodges, John H.—Private in Co. F, 41st Va. Inf.
Hodges, John K.—Private in Co. F, 41st Va. Inf.
Hall, Samuel—Private in Co. F, 41st Va. Inf.
Hodges, Samuel—Private in Co. F, 41st Va. Inf.
Hall, Edward—Private in Co. F, 41st Va. Inf.
Hodges, George A.—Private in Co. F, 41st Va. Inf.
Hudgins, William—Private in Co. F, 41st Va. Inf.
Hall, George W.—Private in Co. F, 41st Va. Inf.
Herbert, Melnotte—Private in Co. F, 41st Va. Inf. Pro. 1st lieut. Co. D.
Hodges, George T.—Lieutenant Co. A, 61st Va. Inf.
Harrison, William H.—Private in Co. A, 61st Va. Inf.
Halstead, J. P.—Private in Co. A, 61st Va. Inf.
Halstead, T. E.—Private in Co. A, 61st Va. Inf.
Hodges, Isaiah—Private in Co. A, 61st Va. Inf.
Hodges, Caleb—Private in Co. A, 61st Va. Inf.
Hodges, Thomas H.—Private in Co. A, 61st Va. Inf.
Hopkins, J. W. M.—Captain Co. B, 61st Va. Inf.
Halstead, John H.—Corporal Co. B, 61st Va. Inf.
Hall, Thomas F.—Private in Co. B, 61st Va. Inf.
Hall, Samuel—Private in Co. B, 61st Va. Inf.
Halstead, William M.—Private in Co. B, 61st Va. Inf. Prom. corporal.
Harris, Samuel—Private in Co. B, 61st Va. Inf.
Harrison, John S.—Private in Co. B, 61st Va. Inf.
Hodges, Celius—Private in Co. B, 61st Va. Inf.
Hodges, Thomas W.—Private in Co. B, 61st Va. Inf.
Hodges, John W.—Private in Co. B, 61st Va. Inf.
Hanbury, John W.—Private in Co. B, 61st Va. Inf.
Halstead, Miles W.—Private in Co. C, 61st Va. Inf.
Harris, Miles D.—Private in Co. C, 61st Va. Inf.
Hill, Solomon A.—Private in Co. C, 61st Va. Inf.
Hughes, Charles H.—Musician in Co. C, 61st Va. Inf.
Haynes, V. A.—First lieutenant in Co. D, 61st Va. Inf.
Hughes, Edward—Private in Co. D, 61st Va. Inf.
Howard, J. Wiley—Private in Co. D, 61st Va. Inf. Prom. corporal.
Hogg, John—Private in Co. D, 61st Va. Inf.
Humphries, John—Private in Co. D, 61st Va. Inf.
Hall, Carey W.—Private in Co. E, 61st Va. Inf.
Hall, James S.—Private in Co. E, 61st Va. Inf.
Hewett, M. W.—Private in Co. E, 61st Va. Inf.
Hanbury, Fred—Private in Co. E, 61st Va. Inf.
Hanbury, Horatio B.—Private in Co. E, 61st Va. Inf.
Hanbury, James C.—Private in Co. E, 61st Va. Inf.

Hodges, Daniel—Private in Co. E, 61st Va. Inf.
Hozier, Jeremiah E.—Private in Co. E, 61st Va. Inf.
Hodges, Thomas—Private in Co. H, 61st Va. Inf. Prom. corporal.
Hodges, William—Private in Co. H, 61st Va. Inf.
Hozier, John W.—Private in Co. H, 61st Va. Inf. Prom. corporal.
Hodges, John T.—Private in Co. H, 61st Va. Inf.
Halstead, Thomas—Private in Co. H, 61st Va. Inf.
Haynes, John W.—Private in Co. H, 61st Va. Inf. Prom. sergeant.
Harrel, Alexander—Private in Co. H, 61st Va. Inf.
Hobday, John, Jr.—Second lieutenant Co. I, 61st Va. Inf. Prom. Capt.
Hyslop, Denwood—Private in Co. I, 61st Va. Inf.
Halloway, Joseph—Private in Co. I, 61st Va. Inf.
Hewlett, Joseph F.—Private in Co. I, 61st Va. Inf.
Heckrotte, Oliver—Private in Co. I, 61st Va. Inf.
Horton, Daniel W.—Private in Co. I, 61st Va. Inf.
Herbert, Max. A.—Captain Co. K, 61st Va. Inf.
Herbert, Joseph T.—First lieutenant Co. K, 61st Va. Inf. Prom. captain.
Herbert, Max A., Jr.—Third lieutenant Co. K, 61st Va. Inf. Prom. 2d lieutenant.
Hozier, John Q.—Sergeant Co. K, 61st Va. Inf.
Hozier, James K. P.—Private in Co. K, 61st Va. Inf. Prom. corporal.
Hitchcock, Malachi—Private in Co. K, 61st Va. Inf.
Hunter, John B.—Private in Co. K, 61st Va. Inf.
Halstead, William R.—Private in Co. K, 61st Va. Inf.
Harrison, Thomas—Private in Co. K, 61st Va. Inf.
Halstead, Chris.—Private in Co. K, 61st Va. Inf. Prom. sergeant.
Hodges, Nathan—Second corporal Co. A, 3d Va. Inf.
Hodges, James—Private in Co. A, 3d Va. Inf.
Hodges, Joshua—Private in Co. A, 3d Va. Inf.
Hodges, Patrick H.—Private in Co. A, 3d Va. Inf.
Hodges, Josiah—Private in Co. A, 3d Va. Inf.
Halstead, W. W.—Private in Co. A, 3d Va. Inf.
Herring, Gideon—Private in Co. A, 3d Va. Inf.
Halstead, Wilson—Private in Co. A, 3d Va. Inf.
Herbert, William—Private in Co. A, 3d Va. Inf.
Hanbury, Samuel W.—Private in Co. A, 3d Va. Inf.
Hutchings, George W.—Second lieutenant Co. B, 3d Va. Inf. Elected captain.
Hutchings, Robert A.—Third sergeant Co. B, 3d Va. Inf.
Herbert, William E.—Private in Co. B, 3d Va. Inf.
Host, George—Private in Co. B, 3d Va. Inf.
Hawkins, William—Private in Co. B, 3d Va. Inf. Trans. to Navy.
Hall, Henry C.—Private in Co. B, 3d Va. Inf.
Heath, William—Private in Co. B, 3d Va. Inf.
Hanrahan, William R.—Corporal Co. H, 3d Va. Inf. Sergt. Signal Corps.
Harley, Thomas D.—Private in Co. H, 3d Va. Inf.
Hunley, John—Private in Co. H, 3d Va. Inf.
Howard, James T. B.—Private in Co. H, 3d Va. Inf.
Hawkins, William—Private in Co. H, 3d Va. Inf.
Hickman, Joseph—Private in Co. H, 3d Va. Inf.
Hoops, John—Private in Co. H, 3d Va. Inf.
Host, George—Private in Co. H, 3d Va. Inf.
Hoffler, Elias—Private in Co. H, 3d Va. Inf.
Herbert, William E.—Private in Co. H, 3d Va. Inf.
Hansford, James—Private in Co. D, 9th Va. Inf.
Hansford, Richard—Private in Co. D, 9th Va. Inf.
Houston, John—Private in Co. D, 9th Va. Inf.
Hall, Samuel—Private in Co. D, 9th Va. Inf.
Hall, Cary J.—Private in Co. D, 9th Va. Inf.
Hampton, Augustus—Private in Co. D, 9th Va. Inf.
Happer, Richard W. B.—Private in Co. D, 9th Va. Inf.
Howell, Fletcher—Private in Co. D, 9th Va. Inf.
Hand, Samuel T., Jr.—Private in Co. D, 9th Va. Inf.
Harvey, Walter—Private in Co. D, 9th Va. Inf.
Harding, Milton L.—Private in Co. G, 9th Va. Inf.
Hennicke, Henry O.—Private in Co. G, 9th Va. Inf.
Hargroves, John R.—Private in Co. G, 9th Va. Inf.
Holt, Edwin W.—Private in Co. G, 9th Va. Inf.
Hundley, James H.—Private in Co. G, 9th Va. Inf.
Herbert, John D.—Private in Co. G, 9th Va. Inf.
Hoffler, Samuel—Private in Co. G, 9th Va. Inf. Prom. ord. sergt.
Hennicke, Fred—Private in Co. G, 9th Va. Inf.
Harrison, Keely—Sergeant Co. I, 9th Va. Inf. Trans. Co. C, 13th Va. Cav.
Harrell, Edward—Private in Co. I, 9th Va. Inf.
Henry, William C.—Private in Co. I, 9th Va. Inf.
Hambleton, William H.—Private in Co. K, 9th Va. Inf.
Handy, S. O.—Private in Co. K, 9th Va. Inf.
Hargroves, W. W.—Private in Co. K, 9th Va. Inf. Trans. to N. C. Regt.
Host, Andrew C.—Private in Co. K, 9th Va. Inf.
Hudgins, J. Madison—Private in Co. K, 9th Va. Inf. Prom. captain and asst. coms. subs.
Hume, R. G.—Private in Co. K, 9th Va. Inf. Trans. to Norfolk L. A. Blues 1862.
Hobday, A. T.—Private in Co. K, 9th Va. Inf. Trans. Com. Dept.
Hennicke, Albert V.—Private in Co. C, 16th Va. Inf. Ap. hospital steward.
Haynes, James K.—Private in Co. C, 16th Va. Inf.
Hunter, Samuel W.—Private in Co. C, 16th Va. Inf.
Hubbard, Alonzo S.—Private in Co. C, 16th Va. Inf. Det. work in Navy Yard.
Hopper, John Lee—Third sergeant Co. A, 6th Va. Inf. Prom. 1st lieut.
Hall, William H.—Second corporal Co. A, 6th Va. Inf. Prom. sergt.
Hudgins, George McK.—Private in Co. A, 6th Va. Inf. Prom. sergt.
Hozier, William J.—Private in Co. A, 6th Va. Inf.
Hudson, Philip—Private in Co. A, 6th Va. Inf.
Hill, Severn J.—Private in Co. A, 6th Va. Inf.
Hodges, Solomon—Private in Co. A, 6th Va. Inf.
Hayman, John—Captain Co. C, 6th Va. Inf.
Henderson, Thomas J.—First sergeant Co. C, 6th Va. Inf.
Hopkins, John—Private in Co. C, 6th Va. Inf.
Hollingsworth, John J.—Private in Co. D, 6th Va. Inf.
Hogwood, John—Private in Co. D, 6th Va. Inf.
Hopkins, Andrew—Private in Co. D, 6th Va. Inf.
Harrell, John W.—Private in Co. D, 6th Va. Inf.
Hardy, Edward M.—Captain Co. G, 6th Va. Inf.
Holmes, Alexander T.—Private in Co. G, 6th Va. Inf. Det. Qr. Master Dept.
Hipkins, Richard—Private in Co. G, 6th Va. Inf. Det. Qr. Master Dept.
Hardy, Thomas A.—Private in Co. G, 6th Va. Inf.

Hunter, W. W.—Private in Co. G, 6th Va. Inf. Ap. Q. M. Sergt. 8th N. C. 1861.
Hyman, F. M.—Private in Co. G, 6th Va. Inf. Trans. Signal Corps 1862.
Hill, W. H.—Second sergeant Co. H, 6th Va. Inf. Ap. Ord. Sergt. 1862.
Hogwood, George—Fourth sergeant Co. H, 6th Va. Inf.
Higgins, Francis C.—Private in Co. H, 6th Va. Inf.
Hughes, William H.—Sergeant Portsmouth Light Art. Prom. lieutenant Lee's Battalion.
Hopkins, Joshua H. L.—Private in Portsmouth Light Art.
Hopkins, Hillary—Private in Portsmouth Light Art.
Hansford, W. R.—Private in Portsmouth Light Art.
Hudgins, George C.—Second sergeant Norfolk Light Art. Blues.
Hodges, John M.—Private in Norfolk Light Art. Blues.
Haines, J. M. D.—Private in Norfolk Light Art. Blues.
Hill, A.—Private in Norfolk Light Art. Blues.
Halstead, R. L.—Private in Norfolk Light Art. Blues.
Hallett, William R.—Private in Norfolk Light. Art. Blues.
Hatton, John F.—Private in Norfolk Light Art. Blues.
Haughton, A., Jr.—Private in Norfolk Light Art. Blues.
Higgins, I.—Private in Norfolk Light Art. Blues.
Higgins, A.—Private in Norfolk Light Art. Blues.
Hume, R. G.—Private in Norfolk Light Art. Blues.
Huger, Frank—Captain of Norfolk Light Art. Blues. Prom. lieut.-col. Art.
Hammett, Israel J.—Private in Norfolk Light Art. Blues.
Herbert, Henry W.—Private in Norfolk Light Art. Blues.
Hendren, J. Hardy—Captain of Atlantic Art.
Hendren, Judson—Second sergeant of Atlantic Art.
Haughton, Armistead—Fifth sergeant of Atlantic Art.
Harris, Abraham M.—Private in Atlantic Art.
Higgins, John H.—Private in Atlantic Art.
Hitchings, Ed. T.—Private in United Art.
Hundley, James—Private in United Art.
Hoggs, George W.—Private in United Art.
Hogan, Eugene—Private in United Art.
Hansel, Warren—Private in Young's Harbor Guard.—Art.
Holt, Ed. E.—Private in Young's Harbor Guard.—Art.
Hyller, Thomas—Private in Young's Harbor Guard.—Art.
Holland, K. H.—Private in Riley's Battery.—Art.
Heise, Christian C.—Private in Riley's Battery.—Art.
Hancock, Francis A.—Private in Doyle's Cav.
Holt, William—Private in Stuart's Cav.
Haynes, Mich.—Private in Stuart's Cav.
Harris, Hunter—Private in Dearing's Cav.
Happer, George D. W.—Private in Wise's Legion Cav.
Hope, A. M.—Private in Co. H, 6th Va. Cav.
Harrell, Joseph H.—Private in 13th Va. Cav.
Hancock, William S.—Private in Co. F, 15th Va. Cav.
Hawkins, Wallace W.—Private in Co. F, 15th Va. Cav.
Hancock, Francis A.—Private in Co. F, 15th Va. Cav.
Harrison, Joseph M.—Private in Co. F, 15th Va. Cav.
Hardy, J. Henry Clay—Private in Co. F, 15th Va. Cav.
Hanbury, Miles A.—Private in Co. F, 15th Va. Cav.
Hanbury, William T.—Private in Co. F, 15th Va. Cav.
Hearring, Edward L.—Private in Co. F, 15th Va. Cav.
Hewlet, Ambrose—Private in Co. F, 15th Va. Cav.
Holmes, William H.—Private in Co. F, 15th Va. Cav.
Holmes, Henry—Private in Co. F, 15th Va. Cav.
Holland, William—Private in Co. F, 15th Va. Cav.
Halstead, W. F.—Private in Co. I, 15th Va. Cav.
Humphries, Samuel—Private in Co. F, 15th Va. Cav.
Hudgins, R. K.—Captain of ordnance dept.
Hyman, F. M.—Fourth corporal Signal Corps.
Hastings, William T.—Private in Signal Corps.
Hatton, William L.—Private in Signal Corps.
Handy, F. A. G.—Private in Signal Corps.
Hull, Jacob B.—Private in Signal Corps.
Halstead, William H.—Private in Signal Corps.
Handy, Moses P.—Courier.
Herbert, R. L.—Private in Co. A, Naval Battalion.
Hall, E. G.—Assistant engineer C. S. Navy.
Harding, William F.—Assistant engineer C. S. Navy.
Hughes, B. F.—Gunner C. S. Navy.
Hasker, Charles J.—Lieutenant C. S. Navy.
Halstead, George N.—Assistant surgeon C. S. Navy.

I.

Ironmonger, James W.—Private in Co. B, 14th Va. Inf.
Ironmonger, James—Private in Co. I, 38th Va. Inf.
Ives, Jesse—Sergeant of Co. D, 61st Va. Inf.
Ives, Walter C.—Third lieutenant of Co. E, 61st Va. Inf.
Ives, Alonzo—Sergeant of Co. E, 61st Va. Inf.
Ives, Curtis O.—Corporal of Co. E, 61st Va. Inf.
Ives, Felix G.—Private in Co. E, 61st Va. Inf.
Ironmonger, C. E.—Private in Co. D, 9th Va. Inf. Trans. to Grimes' Battery.
Ironmonger, Thomas W.—Private in Co. F, 15th Va. Cav.

J.

Jeam, Cincinnatus—Private in Mahone's Brigade.
Jamieson, James D.—Private in Co. F, 33d N. C. Inf.
Jordan, Miles H.—Private in Co. I, 38th Va. Inf.
James, George T.—Private in Co. I, 38th Va. Inf.
James, John—Sergeant of Co. I, 38th Va. Inf.
Jones, John W.—Private in Co. I, 38th Va. Inf.
Jones, Robert C.—Lieutenant of Co. I, 41st Va. Inf.
Jones, Walter C.—Private in Co. I, 41st Va. Inf.
Jennings, Lemuel—Private in Co. A, 61st Va. Inf.
Jennings, Wickers P.—Private in Co. A, 61st Va. Inf. Prom. corporal.
Jones, Celius W.—Private in Co. B, 61st Va. Inf.
James, Benjamin—Third lieutenant of Co. C, 61st Va. Inf. Prom. 1st lieut.
James, William H.—Sergeant of Co. C, 61st Va. Inf.
Jordan, William Thomas—Private in Co. D, 61st Va. Inf.
Jarvis, Thomas—Private in Co. D, 61st Va. Inf.
Jarvis, Alexander A.—Private in Co. E, 61st Va. Inf.
Johnson, Alonzo—Private in Co. H, 61st Va. Inf.
Johnson, James H.—Private in Co. H, 61st Va. Inf. Prom. corporal.
Johnson, John B.—Private in Co. H, 61st Va. Inf.
Johnson, Lender—Private in Co. H, 61st Va. Inf. Prom. corporal.
Jordan, William—Private in Co. H, 61st Va. Inf.

Jones, Walter J.—Private in Co. I, 61st Va. Inf. Prom. lieut. 41st Va. Inf.
Jackson, William A.—Private in Co. I, 61st Va. Inf. Fur. substitute.
Jackson, Abner—Private in Co. K, 61st Va. Inf.
Jennings, Edward—Private in Co. K, 61st Va. Inf.
Joliff, John W.—Private in Co. A, 3d Va. Inf.
Joynes, William P.—Private in Co. A, 3d Va. Inf.
Joynes, Custis T.—Private in Co. A, 3d Va. Inf.
Jordan, Alonzo B.—Captain of Co. B, 3d Va. Inf. Trans. to Engr. Corps.
Jarvis, Benjamin—Private in Co. B, 3d Va. Inf.
Jordan, James—Private in Co. B, 3d Va. Inf.
James, Cornelius—Private in Co. F, 3d Va. Inf.
James, Edward—Private in Co. F, 3d Va. Inf.
Joyner, Cordy J.—Private in Co. H, 3d Va. Inf.
Jollett, W. H.—Private in Co. D, 9th Va. Inf.
Johnson, Columbus—Private in Co. G, 9th Va. Inf.
Johnson, Augustus—Private in Co. G, 9th Va. Inf.
Jobson, J. Tyler—Private in Co. G, 9th Va. Inf.
Jarvis, John E.—Private in Co. D, 9th Va. Inf.
Jones, Lucillicus D.—Corporal of Co. I, 9th Va. Inf.
Johnson, Thomas—Private in Co. I, 9th Va. Inf.
Jones, Nathan E. K.—Private in Co. I, 9th Va. Inf.
Jordan, John L.—Private in Co. I, 9th Va. Inf.
Johnigan, Richard—Private in Co. I, 9th Va. Inf.
Jordan, O. D.—Private in Co. K, 9th Va. Inf.
Jordan, Joseph W.—Private in Co. K, 9th Va. Inf.
James, George W.—Private in Co. C, 16th Va. Inf.
Jarvis, J. M.—Private in Co. C, 16th Va. Inf.
Jack, John—Private in Co. A, 16th Va. Inf. Det. work Navy Yard.
Judkins, Samuel—Private in Co. A, 6th Va. Inf.
Jones, Robert C.—Private in Co. A, 6th Va. Inf.
Joyce, John M.—Private in Co. C, 6th Va. Inf.
James, Joseph P.—Private in Co. D, 6th Va. Inf.
James, Richard Y.—Private in Co. D, 6th Va. Inf.
Johnson, William W.—Private in Co. D, 6th Va. Inf.
Jordan, Joseph P.—Private in Co. D, 6th Va. Inf.
Jones, John S.—Private in Co. G, 6th Va. Inf. Prom. Capt.-Gen. Garnet's Staff.
Jacquimon, A. H.—Private in Co. G, 6th Va. Inf. Discharged.
Johnson, William B.—Private in Co. H, 6th Va. Inf.
Johnson, Jacob T.—Private in Co. H, 6th Va. Inf.
Jacobus, Julius—Private in Co. H, 6th Va. Inf.
Jordan, S. F.—Second corporal of Co. H, 12th Va. Inf.
James, William E.—Private in Co. H, 12th Va. Inf.
Johnson, J. Cave—Private in Co. H, 12th Va. Inf.
Jenkins, John S.—Adiutant of 14th Va. Inf.
Jones, William H.—Private in Portsmouth Light Art.
Jones, George T.—Private in Portsmouth Light Art.
Johnson, Ed. H.—Private in Portsmouth Light Art.
Johnson, J. W.—Private in Norfolk Light Art. Blues.
Jones, George—Private in Norfolk Light Art. Blues.
Joynes, S. H.—Private in Norfolk Light Art. Blues.
Joynes, W. C.—Private in Norfolk Light Art. Blues.
Johnson, A. W.—Private in Norfolk Light Art. Blues.
James, Robert T.—Private in Norfolk Light Art. Blues.
Jordan, Joseph A.—Second corporal of Norfolk Light Art. Blues.
Joynes, Thomas C.—Sixth sergeant of Atlantic Art.
Jones, John W.—Private in United Art.
James, Stephen—Private in Art Co.—Richmond.
Johnston, James—Mustering and inspecting officer—Huger's Div.
Jennings, Noah M.—Private in Co. F, 15th Va. Cav.
Jordan, Edward—Private in Co. F, 15th Va. Cav.
Joliff, Josiah—Private in Co. F, 15th Va. Cav.
Johnson, James V.—Private in Co. F, 15th Va. Cav. Trans. to navy.
James, William A.—Private in Signal Corps.
James, Rowland—Private in Signal Corps.
Jenkins, Charles E.—Private in Signal Corps.
Johnston, Charles H.—Courier, Gen. Pemberton.
Jones, J. Pembroke—Lieutenant C. S. Navy.
Jeffrey, Richard—Surgeon C. S. Navy.
Jackson, Thomas A.—Chief engineer C. S. Navy.
Jordan, M. P.—Assistant engineer C. S. Navy.
Jordan, Charles W.—Assistant engineer C. S. Navy.
Jordan, John R.—Assistant engineer C. S. Navy.
Johnson, John C.—Assistant engineer C. S. Navy.
Jack, Alexander E.—Assistant engineer C. S. Navy.
Johnson, Ames C.—Engineer C. S. Navy.
Jones, John—Seaman C. S. Navy.

K.

King, George—Private in Jackson's Div.
Kuhn, Thomas C.—Private in Co. I, 38th Va. Inf.
Kirby, John H.—Sergeant of Co. F, 41st Va. Inf.
Kirby, William H.—Private in Co. F, 41st Va. Inf.
Knight, William H.—Private in Co. F, 41st Va. Inf.
Keaton, Samuel—Private in Co. B, 61st Va. Inf.
Kinsey, James M.—Private in Co. B, 61st Va. Inf.
Kinsey, William H.—Private in Co. B, 61st Va. Inf.
Kinsey, Samuel—Private in Co. B, 61st Va. Inf.
Kher, William—Private in Co. C, 61st Va. Inf.
Keeling, Joseph—Private in Co. D, 61st Va. Inf.
King, Joseph—Private in Co. I, 61st Va. Inf.
King, Edward—Private in Co. I, 61st Va. Inf.
Kilgore, M. P.—Private in Co. I, 61st Va. Inf. Prom. sergeant.
Keeling, Robert N. W.—Private in Co. A, 3d Va. Inf.
Kilgore, Malory—Private in Co. A, 3d Va. Inf.
Kitchen, Enos I.—Private in Co. E, 3d Va. Inf.
King, James—First sergeant of Co. F, 3d Va. Inf.
King, Moscoe—Private in Co. F, 3d Va. Inf.
Kilby, John—Private in Co. F, 3d Va. Inf.
Kirby, Johnson—Private in Co. H, 3d Va. Inf.
Keeling, William—Private in Co. H, 3d Va. Inf.
Kelsick, John R.—Private in Co. G, 9th Va. Inf.
Kilby, John T.—Captain of Co. I, 9th Va. Inf. Ap. Surgeon C. S. A. 1862.
Keeter, W. W.—Captain of Co. I, 9th Va. Inf.
King, Thomas—Captain of Co. I, 9th Va. Inf.
King, James—Captain of Co. I, 9th Va. Inf.
Kearns, Edward—Captain of Co. K, 9th Va. Inf.
Kilby, W. T.—Private in Co. K, 9th Va. Inf. Trans. Norfolk L. A. Blues.
Keeling, Joseph W.—Private in Co. K, 9th Va. Inf.
King, Leslie R.—Private in Co. K, 9th Va. Inf. Ap. engineer in navy.
King, Leonard J.—Lieutenant of Co. C, 16th Va. Inf.
Karn, Joseph H.—Private in Co. A, 6th Va. Inf.
Kelly, William—Private in Co. D, 6th Va. Inf.
Kerr, Edward—Private in Co. G, 6th Va. Inf.

King, J. Barry—Private in Co. G, 6th Va. Inf. Prom. sergt.-maj. 6th Va. Inf.
Keeling, Solomon S.—Private in Co. G, 6th Va. Inf. Trans. Med. Dept. 1861.
Keefe, George T.—First corporal of Co. H, 12th Va. Inf.
Kellum, W. P. M.—Private in Co. H, 12th Va. Inf.
Keeley, Harrison—First sergeant of Co. C, 13th Va. Cav.
King, George W.—Private in Portsmouth Light Art.
Keeling, John L.—Commissary sergeant of Norfolk Light Art. Blues.
Kisk, Richard—Private in Atlantic Art.
Krouse, John H.—Private in Atlantic Art.
Knowles, Daniel—Second lieutenant of United Art.
Knight, George—Private in United Art.
Kirsh, John H.—Private in Young's Harbor Guard—Art.
Kennedy, John—Private in Naval Battalion.
King, Charles K.—Lieutenant C. S. Navy.
King, Goodman—Seaman C. S. Navy.
King, Leslie G.—Assistant engineer C. S. Navy.

L.

Lester, J. T.—Private in Co. B, 1st N. C. Inf.
Lee, Daniel W.—Sergeant of Co. G, 4th N. C. Inf.
Lynch, Samuel—Private in Co. —, 7th N. C. Inf.
Luke, G. G.—Lieutenant-colonel of 56th N. C. Inf.
Laird, W. Samuel—Private in Co. —, 1st Va. Inf.
Lambeth, Robert T.—Private in Co. —, 26th Va. Inf.
Leath, Josiah—First sergeant of Co. I, 38th Va. Inf.
Lambert, Thomas J.—Private in Co. I, 38th Va. Inf.
Lamonte, Joshua—Private in Co. I, 38th Va. Inf.
Lamonte, Henry—Private in Co. I, 38th Va. Inf.
Lambert, John N.—Private in Co. I, 38th Va. Inf.
Lambert, Henry J.—Private in Co. I, 38th Va. Inf.
Land, Henry—Private in Co. I, 38th Va. Inf.
Lowe, John Z.—Corporal of Co. F, 41st Va. Inf.
Lowe, William J.—Private in Co. F, 41st Va. Inf.
Lockhart, Benjamin H.—Private in Co. F, 41st Va. Inf.
Lynch, Onessimus M.—Private in Co. F, 41st Va. Inf.
Lewis, Abner—Private in Co. A, 61st Va. Inf.
Lynch, John—Private in Co. A, 61st Va. Inf.
Lynch, LeRoy—Private in Co. A, 61st Va. Inf.
Lee, Alexander O.—Private in Co. A, 61st Va. Inf.
Lee, Madison—Private in Co. B, 61st Va. Inf.
Lee, John J.—Private in Co. B, 61st Va. Inf.
Lindsay, Ambrose H.—Second lieutenant of Co. B, 61st Va. Inf.
Lupton, J. W.—Private in Co. C, 61st Va. Inf.
Lee, Willis—Private in Co. C, 61st Va. Inf.
Lester, A. E.—Drummer of Co. D, 61st Va. Inf.
Lane, James E.—Private in Co. E, 61st Va. Inf.
Lindon, Mitchell—Private in Co. E, 61st Va. Inf.
Lassiter, James—Private in Co. H, 61st Va. Inf.
Lewton, William—Private in Co. K, 61st Va. Inf.
Liverman, Hardy—Private in Co. A, 3d Va. Inf.
Liverman, Maurice—Private in Co. A, 3d Va. Inf.
Lumber, William H.—Fourth corporal of Co. B, 3d Va. Inf.
Leggett, Walter—Private in Co. B, 3d Va. Inf.
Loudoun, James T.—Private in Co. B, 3d Va. Inf.
Lawrence, Albert—Private in Co. F, 3d Va. Inf.
Lassiter, James—Private in Co. F, 3d Va. Inf.
Lingo, John W.—Third lieutenant of Co. H, 3d Va. Inf.
Lee, Charles P.—Private in Co. H, 3d Va. Inf.
Lash, Joseph—Private in Co. H, 3d Va. Inf.
Linscot, David—Private in Co. H, 3d Va. Inf.
Lash, James—Private in Co. H, 3d Va. Inf.
London, J. T.—Private in Co. H, 3d Va. Inf.
Lanier, Thomas J.—Private in Co. A, 9th Va. Inf.
Linn, George—Lieutenant of Co. D, 9th Va. Inf.
Linn, Charles B.—Private in Co. D, 9th Va. Inf. Trans. to Grimes' Battery.
Long, L. C.—Private in Co. D, 9th Va. Inf.
Land, James W. T.—Private in Co. G, 9th Va. Inf.
Lattimer, John W.—Private in Co. G, 9th Va. Inf.
Lewis, George W.—Private in Co. G, 9th Va. Inf.
Lewer, Henry B.—Sergeant of Co. I, 9th Va. Inf.
Lewis, William—Private in Co. I, 9th Va. Inf.
Litchfield, Jacob—Private in Co. I, 9th Va. Inf.
Lewis, Ambrose—Private in Co. I, 9th Va. Inf.
Lassiter, John—Private in Co. I, 9th Va. Inf.
Lewis, Jacob—Private in Co. K, 9th Va. Inf.
Langhorne, John C.—Private in Co. K, 9th Va. Inf. Ap. capt's. clerk in Navy.
Lash, John W.—Private in Co. C, 16th Va. Inf. Det. with sharpshooters of Regt.
Lattimer, Charles W.—Private in Co. C, 16th Va. Inf. Trans. to Navy.
Linn, John—Private in Co. C, 16th Va. Inf.
Lynch, Stephen—Private in Co. C, 16th Va. Inf.
Lee, Ivy—Private in Co. A, 6th Va. Inf.
Lamb, William—Captain of Co. C, 6th Va. Inf. Prom. Col. 36th N. C. Inf.
Land, Thomas F.—Private in Co. C, 6th Va. Inf.
Lawrence, George W.—Private in Co. D, 6th Va. Inf.
Lester, John T.—Second lieutenant of Co. G, 6th Va. Inf.
Langley, William H.—First corporal of Co. G, 6th Va. Inf. Det. Commissary Dept. 1863.
Langhorne, William W.—Private in Co. G, 6th Va. Inf.
Lawson, Adrain S.—Private in Co. G, 6th Va. Inf. Trans. to Co. A, 5th Va. Cav. 1864.
Laylor, George—Private in Co. H, 6th Va. Inf.
Lewis, George E.—Private in Co. H, 6th Va. Inf.
Lovett, Edward J.—Private in Co. H, 12th Va. Inf.
Lewis, Thomas J.—Private in Co. H, 12th Va. Inf.
Lewis, William—Private in Co. H, 12th Va. Inf.
Longworth, James—Private in Co. H, 12th Va. Inf.
Lufsey, James—Private in Co. H, 12th Va. Inf.
Lanier, Samuel—Private in Art. Corps.
Lewis, Robert—Private in Portsmouth Light Art.
Lynch, Wilson B.—Private in Portsmouth Light Art.
Liverman, H.—Private in Portsmouth Light Art.
Lee, L. M., Jr.—Private in Norfolk Light Art. Blues.
Land, W. A.—Private in Norfolk Light Art. Blues.
LeCompte, J. W.—Private in Norfolk Light Art. Blues.
Lee, F. D.—Private in Norfolk Light Art. Blues.
Lovitt, R. C.—Private in Norfolk Light Art. Blues.
Lovitt, H. C.—Private in Norfolk Light Art. Blues.
Lattimer, Carlton C.—Fourth Corporal of Norfolk Light Art. Blues.
Lipscomb, Charles R.—Private in Norfolk Light Art. Blues.
Legett, Robert—Private in Norfolk Light Art. Blues.
Leary, William—Fourth corporal of Atlantic Art.
Lambert, Henry—Private in Atlantic Art.

LeDoyne, John H.—Private in Atlantic Art.
Lakin, Edward—Second lieutenant of United Art.
Lacoste, Emanuel—Musician in United Art.
Lacoste, Samuel—Musician in United Art.
Lacoste, Eugene—Musician in United Art.
Land, George W.—Private in United Art.
Lovely, George—Private in United Art.
Lawrence, David—Private in United Art.
Lewis, John—Third lieutenant of Young's Harbor Guard—Art.
Lukeland, Straughan—Private in Co. H, 9th Va. Cav.
Lee, James W.—Private in Co. F, 15th Va. Cav.
Larke, Robert W.—Private in Co. F, 15th Va. Cav.
Lockheart, John—Private in Co. F, 15th Va. Cav.
Leigh, Roscoe—Private in Co. I, 15th Va. Cav.
Lathrop, William B.—Private in Signal Corps.
Levy, Richard B.—Private in Signal Corps.
Livesay, James E.—Private in Signal Corps.
Lyell, George E.—Private in Signal Corps.
Lindsay, A. L.—Major of Signal Corps.
Luke, W. F.—Engineer in C. S. Navy.
Langley, Lemuel—Master in C. S. Navy.
Levy, Charles H.—Assistant engineer in C. S. Navy.
Lindsay, Hugh—Carpenter in C. S. Navy.

M.

Marrow, William C.—Quartermaster.
Myrick, John D.—Captain and asst. adjt. gen.
Moore, George T.—Private in Morris' Guards.
Martin, Joseph B.—Sergeant-major of 4th N. C. Inf., and 14th N. C. Inf.
Martin, George G.—Private in Co. A, 3d Va. Reserves.
Mayer, John F.—Sergeant of Co. A, 3d Va. Reserves.
Mills, William H.—Private in Co. C, 18th Va. Inf.
Miller, Goodson—Private in Co. F, 26th Va. Inf.
McFall, J. C.—Private in Co. D, 28th Va. Inf.
Mallory, Francis—Colonel of 56th Va. Inf.
Martin, George A.—Captain of Co. I, 38th Va. Inf. Prom. lieut.-col.
Morris, A. W.—Private in Co. I, 38th Va. Inf.
Martin, William—Private in Co. I, 38th Va. Inf.
Mott, Lewis—Private in Co. I, 38th Va. Inf.
May, Joseph S.—Private in Co. I, 38th Va. Inf.
Morse, Henry—Private in Co. I, 38th Va. Inf.
Minor, William B.—Private in Co. I, 38th Va. Inf.
Murden, John F.—Sergeant of Co. F, 41st Va. Inf.
Merchant, Francis M.—Private in Co. F, 41st Va. Inf. Prom. Lieut. of Co. K.
Miller, William H.—Private in Co. F, 41st Va. Inf.
McClanen, Wilson L.—Private in Co. F, 41st Va. Inf.
Murphy, William J.—Private in Co. F, 41st Va. Inf.
Murphy, James T.—Private in Co. F, 41st Va. Inf.
Murden, Samuel—Private in Co. F, 41st Va. Inf.
Murden, Reuben—Private in Co. F, 41st Va. Inf.
Murden, Henry—Private in Co. F, 41st Va. Inf.
Murden, Camillus—Private in Co. F, 41st Va. Inf.
Manning, Canning—Private in Co. F, 41st Va. Inf.
McPherson, Robert—Private in Co. F, 41st Va. Inf.
Miller, W. H.—Private in Co. F, 41st Va. Inf.
Morecock, J. H.—Private in Co. G, 41st Va. Inf.
Morecock, Thomas J.—Private in Co. G, 41st Va. Inf.
Moore, Walter S.—Ensign in 61st Va. Inf.
Mansfield, Laban—Corporal of Co. A, 61st Va. Inf.
Mahoney, William—Musician of Co. A, 61st Va. Inf.
Mathias, Simon—Private in Co. A, 61st Va. Inf.
Morgan, W. P.—Private in Co. A, 61st Va. Inf.
Morgan, A. C.—Private in Co. A, 61st Va. Inf.
Miller, J. J.—Private in Co. A, 61st Va. Inf.
Miller, J. H.—Private in Co. A, 61st Va. Inf.
Miller, Lovett—Private in Co. A, 61st Va. Inf.
Mercer, Samuel M.—Private in Co. A, 61st Va. Inf.
Murphy, T. O. C.—Private in Co. A, 61st Va. Inf.
Morgan, John J.—Private in Co. A, 61st Va. Inf.
Martin, Charles—Private in Co. B, 61st Va. Inf.
Mathias, Hilliard W.—Private in Co. B, 61st Va. Inf.
Maund, David W.—Private in Co. B, 61st Va. Inf.
McClanan, Henry B.—Private in Co. B, 61st Va. Inf. Prom. corporal.
McPherson, Jesse—Private in Co. B, 61st Va. Inf.
Miles, A. W.—Private in Co. B, 61st Va. Inf.
Mercer, Jacob B.—Private in Co. B, 61st Va. Inf.
Miller, Jesse—Private in Co. B, 61st Va. Inf.
Mills, James—Private in Co. B, 61st Va. Inf.
Marchant, Johnston—Private in Co. C, 61st Va. Inf.
Mansfield, Mathias—Private in Co. C, 61st Va. Inf.
Mercer, Samuel—Private in Co. C, 61st Va. Inf.
Miller, Frederick—Private in Co. C, 61st Va. Inf.
Mathews, Ephraim—Private in Co. C, 61st Va. Inf.
Mercer, James P. W.—Private in Co. C, 61st Va. Inf.
Miller, Peter F.—Private in Co. C, 61st Va. Inf.
Miller, Peleg—Private in Co. C, 61st Va. Inf.
Melson, Henry—Private in Co. C, 61st Va. Inf.
McPherson, James M.—Private in Co. C, 61st Va. Inf.
Moore, William—Private in Co. D, 61st Va. Inf.
Mathews, Elbert—Private in Co. D, 61st Va. Inf.
Miller, Philip—Private in Co. D, 61st Va. Inf.
Moore, William J.—Private in Co. D, 61st Va. Inf.
Marsh, Ben.—Private in Co. D, 61st Va. Inf.
Mayo, George Washington—Private in Co. D, 61st Va. Inf.
Murray, John T.—Private in Co. D, 61st Va. Inf.
McPherson, Peter—Private in Co. E, 61st Va. Inf.
Mansfield, Edward L.—Corporal of Co. H, 61st Va. Inf.
Miller, Christopher—Private in Co. H, 61st Va. Inf.
Miller, J. F.—Private in Co. H, 61st Va. Inf.
Mansfield, James—Private in Co. H, 61st Va. Inf.
McWider, William H.—Private in Co. H, 61st Va. Inf.
Mansfield, Willoughby—Private in Co. H, 61st Va. Inf. Prom. corporal.
Mears, Thomas—Private in Co. H, 61st Va. Inf.
McTyre, Robert W.—Private in Co. H, 61st Va. Inf. Prom. corporal.
McGlone, J.—Private in Co. H, 61st Va. Inf.
Morris, William H.—Private in Co. H, 61st Va. Inf.
Melson, Levi—Private in Co. H, 61st Va. Inf.
Mitchel, John—Private in Co. H, 61st Va. Inf.
Mason, William—Private in Co. I, 61st Va. Inf.
Manning, S. D.—Private in Co. I, 61st Va. Inf.
Marchant, F. M.—Private in Co. I, 61st Va. Inf. Prom. 1st lieut.
Mears, Thomas F.—Private in Co. I, 61st Va. Inf.
Martin, Fred—Third sergeant of Co. A, 3d Va. Inf. Prom. 1st lieut.
Miller, Patrick H.—Private in Co. A, 3d Va. Inf. Prom. 1st sergt.
Morse, Luke—Private in Co. A, 3d Va. Inf.

McGuire, Dudley P.—Private in Co. A, 3d Va. Inf. Trans. to Ky. Regt. ass't. sur.
McConnel, G. B.—Private in Co. A, 3d Va. Inf.
Mathieson, Alex. C.—First sergeant of Co. B, 3d Va. Inf. Elected lieut.
Moran, William—Private in Co. B, 3d Va. Inf.
Morrisett, Peter—Private in Co. B, 3d Va. Inf.
Murden, Joshua—Private in Co. B, 3d Va. Inf.
Mitchell, George W.—First lieut. of Co. H, 3d Va. Inf.
Mahone, Richard—First sergeant of Co. H, 3d Va. Inf.
Mitchell, Benjamin—First sergeant of Co. H, 3d Va. Inf.
Merkle, George—Private in Co. H, 3d Va. Inf.
Mahoney, James H.—Private in Co. H, 3d Va. Inf.
Mahone, Harrison—Private in Co. H, 3d Va. Inf.
Mahone, Wilmer—Private in Co. H, 3d Va. Inf.
McElwee, Andrew—Private in Co. H, 3d Va. Inf.
McFarland, William—Private in Co. H, 3d Va. Inf.
McIntyre, George—Private in Co. H, 3d Va. Inf.
Moore, Fred E.—Private in Co. D, 9th Va. Inf.
Minter, Andrew—Private in Co. D, 9th Va. Inf. Trans. to Grimes' Battery.
Morris, William T.—Private in Co. D, 9th Va. Inf.
Matthews, John W.—Private in Co. D, 9th Va. Inf.
Myers, Thomas H.—Orderly sergeant of Co. D, 9th Va. Inf.
Morris, Frank—Private in Co. G, 9th Va. Inf. Trans to Co. I, 15th Va. Cav.
Mathews, W. R.—Private in Co. G, 9th Va. Inf.
Monte, William G.—Private in Co. G, 9th Va. Inf.
Murphy, Enos—Private in Co. G, 9th Va. Inf.
Moreland, J. B.—Private in Co. G, 9th Va. Inf.
Myers, Stephen H.—Private in Co. G, 9th Va. Inf.
Morgan, James W.—Private in Co. G, 9th Va. Inf.
Mathews, H.—Private in Co. G, 9th Va. Inf.
Moore, Joseph P.—Private in Co. K, 9th Va. Inf. Trans. to Norfolk L. A. Blues.
Myers, Robert W.—Private in Co. K, 9th Va. Inf.
Morris, Charles S.—Private in Co. K, 9th Va. Inf.
Manning, James—Private in Co. C, 16th Va. Inf.
Mercer, James—Private in Co. C, 16th Va. Inf.
McCoy, Francis—Private in Co. C, 16th Va. Inf.
McCoy, Martin V. B.—Private in Co. C, 16th Va. Inf.
McPherson, Noah—Private in Co. C, 16th Va. Inf.
Moreland, Robert A.—Private in Co. C, 16th Va. Inf.
Moreland, W. H.—Private in Co. C, 16th Va. Inf.
Munden, Nathan—Private in Co. C, 16th Va. Inf.
McKenny, William N.—Captain of Co. A, 6th Va. Inf. Not re-elected 1862.
Moore, Henry L.—Private in Co. A, 6th Va. Inf.
Monroe, Thomas E.—Private in Co. A, 6th Va. Inf.
Messick, William J.—Private in Co. A, 6th Va. Inf.
Mason, Alex.—First corporal of Co. C, 6th Va. Inf.
Moore, W. F.—Sergeant of Co. D, 6th Va. Inf.
Minnis, Clinton C.—Private in Co. D, 6th Va. Inf.
Morris, Frank—Private in Co. D, 6th Va. Inf.
Moreland, Robert—Private in Co. D, 6th Va. Inf. Prom. sergt.
Martin, Samuel J.—Private in Co. D, 6th Va. Inf.
Martin, Joshua—Private in Co. D, 6th Va. Inf.
McLean, William—Fifth sergeant of Co. G, 6th Va. Inf.
Marsden, B. A.—Private in Co. G, 6th Va. Inf. Prom. 2d lieut. P. A. C. S.
Merritt, John B.—Private in Co. G, 6th Va. Inf.
Moore, Walter S.—Private in Co. G, 6th Va. Inf. Prom. sergt.-major 61st Va. Inf.
McPhail, Charles H.—Private in Co. G, 6th Va. Inf.
McKenny, William N.—Private in Co. G, 6th Va. Inf. Det. Army Intelligence office 1862.
Murray, John—Private in Co. G, 6th Va. Inf. Fur. subst.
Myrick, David—Private in Co. G, 6th Va. Inf.
Milhado, A. G.—Private in Co. G, 6th Va. Inf. Trans. Signal Corps 1862.
Mapp, Richard A.—Private in Co. G, 6th Va. Inf. Trans. Signal Corps 1862.
Marsden, James B.—Private in Co. G, 6th Va. Inf. Prom. Lieut. Provost Guard.
Morris, Jesse S.—Private in Co. G, 6th Va. Inf. Prom. Med. Dept.
Mallory, Charles O'C.—Private in Co. G, 6th Va. Inf. Prom. Sergt.-Maj. 55th Va. Regt. 1861.
Mordecai, Philip M.—Private in Co. H, 6th Va. Inf.
Mannix, W. R.—Private in Co. H, 6th Va. Inf.
Mitchell, Edward F.—Private in Co. H, 6th Va. Inf. Det. not with Co.
Moore, John A.—Private in Co. H, 12th Va. Inf.
Marks, R. A.—Private in Co. H, 12th Va. Inf.
Moreland, James—Private in Co. H, 12th Va. Inf.
Moreland, Thomas—Private in Co. H, 12th Va. Inf.
Murray, James T.—Private in Co. H, 12th Va. Inf.
Mayer, Lewis—Private in Co. H, 12th Va. Inf.
Mayer, William—Private in Co. H, 12th Va. Inf.
McNamara, John R.—Private in Co. H, 12th Va. Inf.
Morris, James E.—Private in Portsmouth Light Art.
Mahoney, William B.—Private in Portsmouth Light Art.
Moreland, Edward—Private in Portsmouth Light Art.
Montgomery, Richard—Private in Portsmouth Light Art.
McHorney, Stephen—Private in Portsmouth Light Art.
Miller, P. H.—Private in Portsmouth Light Art.
Morgan, A.—Private in Portsmouth Light Art.
Miles, Henry—Private in Portsmouth Light Art.
Matthews, Edward—Private in Portsmouth Light Art.
Matthews, John W.—Private in Portsmouth Light Art.
Murphy, John—Private in Portsmouth Light Art.
McDonnell, Alexander H.—Private in Portsmouth Light Art.
March, Edward G.—Private in Portsmouth Light Art.
Myers, William T.—Private in Portsmouth Light Art.
Murray, Dennis—Private in Portsmouth Light Art.
Miller, Thomas E.—Private in Portsmouth Light Art.
Miller, John—Private in Portsmouth Light Art.
Montague, W. D.—Corporal in Norfolk Light Art. Blues.
McKown, C. K.—Private in Norfolk Light Art. Blues.
Moore, Joseph P.—Private in Norfolk Light Art. Blues.
McGuire, J. B.—Private in Norfolk Light Art. Blues.
Morse, B. N.—Private in Norfolk Light Art. Blues.
Maupin, G. W. O., Jr.—Private in Norfolk Light Art. Blues.
Malborn, O. L.—Private in Norfolk Light Art. Blues.
Masi, F. J.—Private in Norfolk Light Art. Blues.
Moore, J. E.—Private in Norfolk Light Art. Blues.
McCarrick, D.—Private in Norfolk Light Art. Blues.
Moore, Joseph D.—Second lieutenant of Norfolk Light Art. Blues. Prom. to captain.
Merwin, W. F.—Private in Norfolk Light Art. Blues.

Mitchell, T. G.—Private in Norfolk Light Art. Blues.
Moreland, Richard R.—Private in Norfolk Light Art. Blues.
Morris, G. W.—Private in Norfolk Light Art. Blues.
Morris, Joseph—Private in Norfolk Light Art. Blues.
Marrow, William C.—First lieutenant of Atlantic Art.
Mathias, David—Fourth sergeant of Atlantic Art.
Mathias, Henry B.—Private in Atlantic Art.
Murray, John T.—Private in United Art.
McCarty, Neal—Private in United Art.
Manning, A. J.—Private in United Art.
Murray, George—Private in United Art.
Maloye, Jack—Private in United Art.
Morris, John—Private in United Art.
Miller, Redman—Private in United Art.
Murray, John C.—Third sergeant of Young's Harbor Guard—Art.
Martin, John—Private in Young's Harbor Guard—Art.
Morrison, Joseph—Private in Young's Harbor Guard—Art.
Murphy, Thomas—Private in Young's Harbor Guard—Art.
Madison, James H.—Private in Parker's Art.
Marsden, F. C.—Private in Richmond Howitzers—Art.
McKenny, James M.—Private in Richmond Howitzers—Art.
Martin, James G.—Private in Co. F, 15th Va. Cav.
Martin, James E.—Private in Co. F, 15th Va. Cav.
McPherson, Thomas G.—Private in Co. F, 15th Va. Cav.
Mears, Elvington R.—Private in Co. F, 15th Va. Cav.
Miller, Augustus—Private in Co. F, 15th Va. Cav.
Miller, James—Private in Co. F, 15th Va. Cav.
McClanhan, John H.—Private in Co. —, 15th Va. Cav.
Miller, John—Private in Capt. Cooper's 8th Va. Cav.
McDonald, Edward—Private in 16th Va. Cav. Cav.
Mapp, Richard A.—Third sergeant in Signal Corps.
Martin, Eugene S.—Private in Signal Corps.
Moore, F. M.—Private in Signal Corps.
Maund, David W.—Private in Signal Corps.
Minter, William R.—Private in Naval Brigade.
McIntosh, Charles F.—Commander C. S. Navy.
McCarrick, Patrick—Lieutenant in C. S. Navy.
Minor, Lewis D.—Surgeon in C. S. Navy.
McClenahan, W. F.—Surgeon in C. S. Navy.
Mayo, Wyndlean R.—Master in C. S. Navy.
Mallory, C. K.—Midshipman in C. S. Navy.
McMahon, Hugh— ——— in C. S. Navy.
McCarrick, P. H.—Midshipman in C. S. Navy.
McBlair, William—Master's mate in C. S. Navy.
Murdaugh, William H.—Lieutenant in C. S. Navy.
Murdaugh, John W.—Lieutenant in C. S. Navy.
Manning, Edward W.—Chief engineer in C. S. Navy.
Meads, R. J.—Carpenter in C. S. Navy.
Mahoney, E. A.—Sailmaker in C. S. Navy.
McBlair, Charles R.—Master's mate in C. S. Navy.

N.

Nichols, John T.—Private in Co. A, 8th N. C. Inf.
Needom, Wilson—Private in Co. I, 38th Va. Inf.
Nash, V. W.—Lieutenant in Co. —, 32d Va. Inf.
Nash, Cincinnatus—Private in Co. A, 41st Va. Inf. Prom. sergt.
Nash, Henry—Private in Co. A, 41st Va. Inf.
Nichols, Thomas J.—Private in Co. B, 41st Va. Inf.
Nichols, Willoughby—Private in Co. B, 41st Va. Inf.
Nichols, James—Private in Co. B, 41st Va. Inf.
Northern, James—Private in Co. C, 41st Va. Inf.
Nash, James E.—Private in Co. F, 41st Va. Inf.
Nicholson, Allen F.—Private in Co. F, 41st Va. Inf.
Nash, John C.—Third corporal of Co. A, 3d Va. Inf.
Nash, James E.—Private in Co. A, 3d Va. Inf.
Nash, William H.—Private in Co. A, 3d Va. Inf.
Norsworthy, Francis—Private in Co. B, 3d Va. Inf.
Nichols, Thomas J.—Private in Co. H, 3d Va. Inf.
Nichols, Jerry—Private in Co. H, 3d Va. Inf.
Nottingham, Jacob—Private in Co. H, 3d Va. Inf.
Newman, John B.—Private in Co. D, 9th Va. Inf.
Nash, Richard James—Private in Co. G, 9th Va. Inf.
Niemeyer, John C.—First lieutenant in Co. I, 9th Va. Inf.
Neville, William A.—Private in Co. K, 9th Va. Inf.
Nelson, John—Private in Co. D, 61st Va. Inf.
Nellums, William—Private in Co. C, 6th Va. Inf.
Nottingham, Obadiah—Private in Co. D, 6th Va. Inf.
Newton, Thomas—Private in Co. F, 6th Va. Inf.
Nottingham, W. W.—Private in Co. H, 6th Va. Inf.
Naw, V. J.—Private in Co. E, 12th Va. Inf.
Norfleet, Nathaniel—Private in Co. H, 12th Va. Inf.
Norwood, John W.—Private in Co. H, 12th Va. Inf.
Nunnaly, E. J.—Private in Co. H, 12th Va. Inf.
Newby, S. W.—Private in Portsmouth Light Art.
Nash, John H.—Orderly sergeant in Norfolk Light Art. Blues.
Nash, W.—Private in Norrolk Light Art. Blues.
Newton, —. —.—Private in Norfolk Light Art. Blues.
Nimmo, P. E.—Private in Norfolk Light Art. Blues.
Norvell, C. R.—Private in Norfolk Light Art. Blues.
Nelson, Richard—Fourth sergeant in United Art.
Nimmo, John—Lieutenant in Richmond Howitzers—Art.
Northern, James L.—First lieutenant in Co. F, 15th Va. Cav.
Nicholas, Willoughby L.—Private in Co. F, 15th Va. Cav.
Norsworthy, Joseph C.—Private in Signal Corps.
Nash, William C.—Private in Signal Corps.
Newton, Virginius—Midshipman in C. S. Navy.
Nash, D. M. W.—Master in C. S. Navy.
Nelson, L. J.—Boatswain in C. S. Navy.
Niemeyer, Woodis H.—Captain's clerk in C. S. Navy.

O.

Omler, Joseph—Private in Co. I, 38th Va. Inf.
Old, W. W.—Private in Co. I, 38th Va. Inf. Prom. captain and A. A. G.
Old, George D.—Corporal in Co. A, 61st Va. Inf. Prom. captain and commissary.
Only, Naheriah—Private in Co. A, 61st Va. Inf.
Overton, C. N.—Private in Co. A, 61st Va. Inf.
Overton, Grandy—Private in Co. A, 61st Va. Inf.
Only, William H.—Private in Co. C, 61st Va. Inf.
Overton, Samuel S.—Private in Co. C, 61st Va. Inf.
Only, John—Private in Co. D, 61st Va. Inf.
Only, James—Private in Co. D, 61st Va. Inf.
Only, Thomas E.—Private in Co. D, 61st Va. Inf.
Outens, John—Private in Co. D, 61st Va. Inf.

Only, Absalom—Private in Co. E, 61st Va. Inf.
Only, Alexander—Private in Co. E, 61st Va. Inf.
Osborne, Raison—Private in Co. E, 61st Va. Inf.
Ottley, William N.—Private in Co. E, 61st Va. Inf.
Owens, George—Private in Co. E, 61st Va. Inf.
Only, Hallowell—Private in Co. H, 61st Va. Inf.
Only, Joseph—Private in Co. H, 61st Va. Inf.
Oglevi, George—Corporal in Co. I, 61st Va. Inf.
Outten, William—Second corporal in Co. B, 3d Va. Inf. Prom. 3d sergt.
O'Donnell, Patrick—Private in Co. H, 3d Va. Inf.
Owens, John C.—Captain of Co. G, 9th Va. Inf. Prom. Col. 9th Va. Inf.
Owens, A. B.—Private in Co. G, 9th Va. Inf. Prom. Courier.
Owens, Edward M.—Private in Co. G, 9th Va. Inf.
Oliver, William J.—Private in Co. G, 9th Va. Inf.
Owens, Thomas C.—Private in Co. G, 9th Va. Inf.
Owens, Ammon H.—Private in Co. C, 6th Va. Inf.
Oakley, Thomas—Private in Co. D, 6th Va. Inf.
Owens, John—Private in Co. D, 6th Va. Inf.
Owens, Thomas F.—Captain of Co. H, 12th Va. Inf.
Owens, William T.—Private in Co. H, 12th Va. Inf.
Oakham, Thomas J.—Lieutenant in Portsmouth Light Art.
Overman, Quinton—Private in Portsmouth Light Art.
Oniel, Charles—Private in Norfolk Light Art. Blues.
Orgain, John G.—Captain of Co. C, 18th Battalion Art.
Old, John F.—Fourth sergeant in Co. F, 15th Va. Cav..
Old, James Y.—Private in Co. F, 15th Va. Cav.
Owens, John—Gunner in C. S. Navy.

P.

Pedrick, C. M.—Hospital steward.
Pierce, Thomas W.—Major and commissary.
Portlock, Robert G.—Assistant adjutant general.
Pittman, John C.—Private in Co. K, 2d N. C. Inf.
Penden, John L.—Private in Co. H, 2d N. C. Cav.
Powell, John—Private in Co. I, 38th Va. Inf.
Peyton, James A.—Private in Co. I, 38th Va. Inf.
Pugh, Abraham—Private in Co. I, 38th Va. Inf.
Peed, Charles W.—Private in Co. I, 38th Va. Inf.
Portlock, Arthur E.—Captain of Co. F, 41st Va. Inf.
Portlock, William F.—Private in Co. F, 41st Va. Inf.
Portlock, Dempsy—Private in Co. F, 41st Va. Inf.
Pherral, Isaac—Private in Co. F, 41st Va. Inf.
Pritchard, Wiley—Private in Co. A, 61st Va. Inf.
Pritchard, Joseph—Private in Co. A, 61st Va. Inf.
Parsons, Johnson T.—Private in Co. B, 61st Va. Inf.
Parker, Peter—Private in Co. B, 61st Va. Inf.
Powers, Wesley—Private in Co. B, 61st Va. Inf. Trans. to Co. C.
Paul, William James—Private in Co. C, 61st Va. Inf.
Powers, John—Private in Co. C, 61st Va. Inf.
Parker, George—Private in Co. D, 61st Va. Inf.
Portlock, Gustavus W.—First sergeant in Co. E, 61st Va. Inf.
Pitt, Augustus R.—Sergeant in Co. E, 61st Va. Inf.
Portlock, Thomas E.—Private in Co. E, 61st Va. Inf.
Peek, Calvin L.—Corporal in Co. I, 61st Va. Inf. Prom. sergeant.
Peek, Ammon—Private in Co. I, 61st Va. Inf.
Peel, Thomas—Private in Co. I, 61st Va. Inf.
Porter, Thomas—Private in Co. I, 61st Va. Inf.
Parker, William S.—Private in Commissary Dept. Va. Inf.
Peaks, John D.—Private in Co. A, 3d Va. Inf.
Parker, William—Private in Co. B, 3d Va. Inf. Trans. to Signal Corps.
Parsons, William H.—Private in Co. B, 3d Va. Inf. Trans. to Navy.
Powell, Benjamin F.—Private in Co. B, 3d Va. Inf.
Peed, Julian—Private in Co. H, 3d Va. Inf.
Peed, Leroy S.—Private in Co. D, 9th Va. Inf.
Pitt, L. D.—Private in Co. D, 9th Va. Inf. Trans. to Navy.
Phillips, Michael—Private in Co. G, 9th Va. Inf.
Phillips, William R.—Private in Co. G, 9th Va. Inf.
Pugh, Lindsay—Private in Co. G, 9th Va. Inf. Det. to work in Navy Yard.
Prentis, Joseph—Sergeant in Co. I, 9th Va. Inf.
Parker, Thomas—Private in Co. I, 9th Va. Inf.
Parker, W. J.—Private in Co. I, 9th Va. Inf.
Parker, Willis M.—Private in Co. K, 9th Va. Inf.
Pierce, Thomas W.—Private in Co. K, 9th Va. Inf. Ap. Major and Quartermaster.
Pierce, William H.—Private in Co. K, 9th Va. Inf.
Porter, John W. H.—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps.
Poulson, George—Private in Co. C, 16th Va. Inf.
Perkinson, Charles W.—Second lieutenant in Co. A, 6th Va. Inf. Elected Capt. 1862.
Pitts, Marcellus—Private in Co. A, 6th Va. Inf.
Phillips, Thomas W.—First lieutenant in Co. C, 6th Va. Inf.
Padgett, Timothy D.—Fourth sergeant in Co. C, 6th Va. Inf.
Peters, John—Private in Co. C, 6th Va. Inf.
Powell, Henry—Private in Co. C, 6th Va. Inf.
Peed, John W.—Private in Co. C, 6th Va. Inf.
Pitt, William J.—Private in Co. C, 6th Va. Inf.
Parr, William—Private in Co. D, 6th Va. Inf.
Purdy, John J.—Private in Co. D, 6th Va. Inf.
Parsons, Elias A.—Private in Co. F, 6th Va. Inf.
Pentz, George McK.—Private in Co. G, 6th Va. Inf. Trans. Maryland Line 1862.
Portlock, Robert G.—Private in Co. G, 6th Va. Inf. Prom. Sergt.-Maj. 9th Va. Inf. 1862.
Plummer, Joshua—Private in Co. H, 6th Va. Inf.
Peek, William N.—Private in Co. H, 6th Va. Inf.
Pierce, Elisha—Private in Co. I, 6th Va. Inf.
Peed, W. A.—Private in Co. H, 12th Va. Inf.
Pope, John—Private in Co. H, 12th Va. Inf.
Phillips, Devereux M.—Private in Co. I, 12th Va. Inf.
Parker, Ephraim—Private in Portsmouth Light Art.
Peed, Robert—Private in Portsmouth Light Art.
Phillips, William—Private in Portsmouth Light Art.
Parker, Thomas—Private in Portsmouth Light Art.
Peet, William T.—First lieutenant in Norfolk Light Art. Blues.
Petty, J. C.—Private in Norfolk Light Art. Blues.
Peet, J. D.—Private in Norfolk Light Art. Blues.
Porter, Robert T.—Private in Norfolk Light Art. Blues.
Peed, Fred M.—Third sergeant in Norfolk Light Art. Blues. Prom. 2d lieut.
Parrott, Augustus—Private in Norfolk Light Art. Blues.

Peed, George W.—Private in Norfolk Light Art. Blues.
Phillips, Thomas B.—Private in Norfolk Light Art. Blues.
Patterson, John H.—Private in Atlantic Art.
Pinkham, Charles—Private in Atlantic Art.
Porter, Fayette F.—Second sergeant in United Art.
Pagaud, W. H.—First sergeant in Young's Harbor Guard—Art.
Philpots, A. Q.—Private in Goochland Art.
Parkerson, William H.—Private in Manley's Battery,—Art.
Pollard, T. Pollard—Private in Co. A, 10th Battalion Art.
Peters, Osmond—Captain of Art.—Assigned to ordnance duty.
Parker, Staord H.—Lieutenant of ordnance.
Parker, George D.—Captain of battery—Fort Fisher.
Pritchard, Lemuel J.—Third lieutenant in Co. F, 15th Va. Cav.
Pritchard, William—Fourth corporal in Co. F, 15th Va. Cav.
Parsons, Napoleon B.—Private in Co. F, 15th Va. Cav.
Pitts, Andrew J.—Private in Co. F, 15th Va. Cav.
Petty, William—Private in Co. F, 15th Va. Cav.
Peyton, Joseph A.—Private in Co. F, 15th Va. Cav.
Palmer, George O. N.—Private in Co. I, 15th Va. Cav.
Parker, Robert—Private in Co. C, 13th Va. Cav.
Parker, Joseph A.—Private in Cavalry.
Parker, William H.—Private in Signal Corps.
Peters, William R.—Private in Signal Corps.
Page, Hugh N.—Captain of Virginia Navy.
Parker, William H.—Lieutenant in C. S. Navy.
Parris, Lewis—Master in C. S. Navy.
Pegram, James W.—Midshipman in C. S. Navy.
Parker, John H.—Lieutenant in C. S. Navy.
Porter, J. L.—Chief constructor in C. S. Navy.
Pierce, Joseph—Constructor in C. S. Navy.
Poindexter, C. B.—Lieutenant in C. S. Navy.

Q

Quillan, John—Private in Co. D, 9th Va. Inf.
Qullin, Richard H.—Private in Co. I, 9th Va. Inf.
Quinn, Michael—Chief engineer in C. S. Navy.

R.

Robbins, Asher.
Reid, John.
Ryan, Rev. Abram J.—Chaplain.
Ricketts, Augustus—Private in Letcher Rangers.
Rowe, Allen M.—Private in Co. I, 2d N. C. Inf.
Richardson, John Q.—Major of 52d N. C. Inf.
Ross, Joseph—Private in Co. F, 4th Ga. Inf.
Russell, William P.—Private in Co. L, 32d Va. Inf.
Ross, John E.—Private in Co. I, 38th Va. Inf.
Reed, David—Private in Co. I, 38th Va. Inf.
Reed, John—Private in Co. I, 38th Va. Inf.
Ross, Edward—Private in Co. I, 38th Va. Inf.
Rogers, Roderick—Private in Co. I, 38th Va. Inf.
Robinson, William—Private in Co. I, 38th Va. Inf.
Rainy, Malachi—Private in Co. I, 38th Va. Inf.
Revel, John—Private in Co. I, 38th Va. Inf.
Randolph, James A.—Private in Co. F, 41st Va. Inf.
Roane, Lemuel T.—Orderly sergeant in Co. C, 26th Va. Inf.
Ried, William M.—Private in Co. A, 61st Va. Inf.
Rogers, Charles E.—Private in Co. B, 61st Va. Inf.
Rolison, John—Private in Co. C, 61st Va. Inf.
Rhoner, John—Private in Co. C, 61st Va. Inf.
Robertson, David S.—Sergeant in Co. D, 61st Va. Inf.
Richardson, Benjamin—Private in Co. D, 61st Va. Inf.
Rutter, Thomas—Private in Co. D, 61st Va. Inf.
Rawson, Charles—Private in Co. D, 61st Va. Inf.
Rudd, William D.—Private in Co. E, 61st Va. Inf.
Robinson, E.—Private in Co. H, 61st Va. Inf.
Ribble, Joseph—Private in Co. I, 61st Va. Inf. Fur. subst.
Rodman, Pierce—Private in Co. I, 61st Va. Inf.
Ross, George—Corporal of Co. H, 61st Va. Inf.
Reed, Littleton D.—Second sergeant in Co. K, 61st Va. Inf.
Reed, Thomas P.—Private in Co. A, 3d Va. Inf.
Read, Charles—Private in Co. B, 3d Va. Inf.
Richardson, John W.—Drummer in Co. F, 3d Va. Inf.
Roberts, Thomas—Private in Co. H, 3d Va. Inf.
Rowell, William—Private in Co. H, 3d Va. Inf.
Reed, Robert E.—Private in Co. D, 9th Va. Inf.
Richardson, William J.—Captain of Co. D, 9th Va. Inf. Prom. Maj. and Lt.-Col. 9th Va. Inf.
Revell, Randall—Private in Co. D, 9th Va. Inf.
Robertson, William D.—Private in Co. D, 9th Va. Inf.
Roane, Alonzo B.—Private in Co. D, 9th Va. Inf.
Ruthlege, Anthony—Private in Co. I, 9th Va. Inf.
Richardson, George Clay—Private in Co. I, 9th Va. Inf.
Robinson, James H.—Second lieutenant in Co. K, 9th Va. Inf.
Richardson, John H.—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps.
Rodman, Robert C.—Private in Co. K, 9th Va. Inf.
Richardson, N. F.—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps.
Richardson, Charles E.—Private in Co. K, 9th Va. Inf. Trans. to N. C. Regt.
Reid, Charles—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps.
Rudd, Benjamin—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps.
Riddick, James W.—Private in Co. K, 9th Va. Inf. Prom. Capt. and Adjt. N. C. Brig.
Ramsay, T.—Private in Co. C, 6th Va. Inf.
Roberts, John R.—Private in Co. C, 6th Va. Inf.
Ruthledge, Absalom F.—Private in Co. D, 6th Va. Inf.
Robinson, Benjamin—Private in Co. D, 6th Va. Inf.
Ralph, John—Private in Co. D, 6th Va. Inf.
Robertson, Duncan, Jr.—First lieutenant in Co. G, 6th Va. Inf.
Reid, James T. S.—Private in Co. G, 6th Va. Inf. Prom. 1st Lieut. Ord. Staff.
Reynolds, Henry S.—Private in Co. G, 6th Va. Inf. Det. Coms. Dept. 1862.
Robinson, William—Private in Co. G, 6th Va. Inf. Trans. to 32d N. C. Regt.
Robinson, William C.—Private in Co. G, 6th Va. Inf.
Robertson, Cary—Private in Co. G, 6th Va. Inf. Prom. Sergt.-Maj. 1864.
Robbins, George S.—Private in Co. G, 6th Va. Inf.
Rosenburg, Mich.—Private in Co. G, 6th Va. Inf.

Rowe, Stephen D.—Private in Co. G, 6th Va. Inf. Trans. to Co. A, 5th Va. Cav. 1862.
Rowland, John H.—Private in Co. G, 6th Va. Inf. Trans. Co. D, 20th Va. Bat. Heavy Art.
Ridley, William G.—Private in Co. G, 6th Va. Inf.
Ross, John R.—Private in Co. H, 6th Va. Inf.
Roberts, William J.—Private in Co. H, 6th Va. Inf.
Reynolds, William C.—Private in Co. H, 6th Va. Inf. Trans. to Navy 1863.
Ramsay, William H.—First sergeant in Co. H, 12th Va. Inf.
Randolph, N. B.—First Sergeant in Co. H, 12th Va. Inf.
Rogers, John M.—First Sergeant in Co. H, 12th Va. Inf.
Robinson, John R.—First Sergeant in Co. H, 12th Va. Inf. Prom. Sergt. 1862.
Russ, Francis—Lieutenant in Portsmouth Light Art.
Reynolds, Joseph S.—Private in Portsmouth Light Art.
Rogers, F. D.—Private in Portsmouth Light Art.
Reardon, Michael E.—Private in Portsmouth Light Art.
Rieger, Joseph—Private in Portsmouth Light Art.
Rehm, Fred—Private in Portsmouth Light Art.
Reid, John S.—Private in Norfolk Light Art. Blues.
Reynolds, Robert E.—Private in Norfolk Light Art. Blues.
Roberts, John B.—Private in Norfolk Light Art. Blues.
Rogers, John C.—Private in Norfolk Light Art. Blues.
Rogers, W. H. R.—Private in Norfolk Light Art. Blues.
Rainier, J. T.—Corporal in Norfolk Light Art. Blues.
Rogers, Charles—First corporal in Norfolk Light Art. Blues.
Ransome, Alexander—Private in Norfolk Light Art. Blues.
Reed, Nathaniel G.—Private in Norfolk Light Art. Blues.
Robbins, Joseph W.—Private in Norfolk Light Art. Blues.
Robinson, Edward C.—Private in Norfolk Light Art. Blues.
Rose, Louis—Private in Norfolk Light Art. Blues. Absent—sick.
Rye, Richard—Private in Norfolk Light Art. Blues.
Roberts, W. Roy—Second lieutenant in Atlantic Art.
Richardson, William—Private in Atlantic Art.
Robinson, F. J.—Private in United Art.
Rhea, George W.—Private in United Art.
Reid, Charles—Private in United Art.
Roberts, Henry—Second lieutenant in Young's Harbor Guard—Art.
Richardson, John F.—Second sergeant in Young's Harbor Guard—Art.
Reed, Charles C.—Private in Co. A, Smith's Art.
Robertson, Thomas C.—Private in 9th Va. Cav.
Robbins, John C.—Private in 24th Va. Cav.
Reid, William C.—Private in Co. F, 15th Va. Cav. Trans. to Navy 1862.
Russell, Thomas B.—Private in Co. F, 15th Va. Cav.
Ricks, James R.—Private in Signal Corps.
Reed, Washington—Private in Signal Corps.
Riley, Otey—C. S. Navy.
Reardon, L. B.—Assistant paymaster in C. S. Navy.
Roots, L. M.—Midshipman in C. S. Navy.
Ramsay, H. A.—Chief engineer in C. S. Navy.

S.

Smith, Peter—Private in N. C. Regt.
Speight, Henry—Private in 68th N. C. Inf.
Semms, W. C.—Private in Co. A, 7th N. C. Inf.
Sadler, W. W.—Private in Co. F, 33d N. C. Inf.
Smith, W. D.—Private in Co. A, 3d N. C. Battalion.
Sharp, W. D.—Private in Co. F, 40th N. C. Heavy Art.
Satchfield, Thomas C.—Private in Co. E, 44th Va. Battalion.
Stringer, James W.—Private in Co. A, 38th Va. Inf.
Sawyer, C. T.—Private in Co. I, 38th Va. Inf.
Smith, James E.—Private in Co. I, 38th Va. Inf.
Stringer, Thomas J.—Private in Co. I, 38th Va. Inf.
Smith, W. S.—Corporal in Co. I, 38th Va. Inf.
Shermadine, William—Private in Co. I, 38th Va. Inf.
Sykes, William—Private in Co. I, 38th Va. Inf.
Spence, Abner—Private in Co. I, 38th Va. Inf.
Sykes, Jesse—Private in Co. I, 38th Va. Inf.
Sykes, James W.—Private in Co. F, 41st Va. Inf.
Sykes, Alexander F.—Private in Co. F, 41st Va. Inf.
Speight, David—Private in Co. F, 41st Va. Inf.
Scaff, John D.—Private in Co. F, 41st Va. Inf.
Squires, Seth W.—Private in Co. F, 41st Va. Inf.
Spivey, Edwin—Private in Co. I, 41st Va. Inf.
Scott, William T.—Private in Co. A, 61st Va. Inf.
Scott, Joseph—Private in Co. A, 61st Va. Inf.
Sivells, D. T.—Private in Co. A, 61st Va. Inf.
Sivells, Alexander—Private in Co. A, 61st Va. Inf.
Speight, Benjamin F.—Private in Co. A, 61st Va. Inf.
Sykes, W. O.—Private in Co. A, 61st Va. Inf. Prom. corporal.
Sykes, Joseph—Private in Co. A, 61st Va. Inf.
Sykes, Josephus—Private in Co. A, 61st Va. Inf.
Sykes, Henry—Private in Co. A, 61st Va. Inf.
Sykes, J. C. C.—Private in Co. A, 61st Va. Inf.
Stott, James A.—Third lieutenant of Co. B, 61st Va. Inf. Prom. 2d lieut.
Saunders, Daniel—Private in Co. B, 61st Va. Inf.
Scarff, Charles S.—Private in Co. B, 61st Va. Inf.
Steel, William W.—Private in Co. B, 61st Va. Inf.
Stewart, Ashwell—Private in Co. B, 61st Va. Inf.
Stewart, Tazewell—Private in Co. B, 61st Va. Inf.
Stewart, William—Private in Co. B, 61st Va. Inf.
Stanley, Samuel—Private in Co. B, 61st Va. Inf.
Stanley, Hillary—Private in Co. B, 61st Va. Inf.
Sykes, William—Private in Co. B, 61st Va. Inf.
Sykes, George A.—Private in Co. B, 61st Va. Inf.
Simmons, Ashville—First lieutenant in Co. C, 61st Va. Inf.
Shirley, John—Sergeant in Co. C, 61st Va. Inf.
Stewart, Adrian D.—Private in Co. C, 61st Va. Inf.
Sawyer, Nelson—Private in Co. C, 61st Va. Inf.
Savills, Marcus A.—Private in Co. C, 61st Va. Inf.
Sawyer, Joseph—Private in Co. C, 61st Va. Inf.
Speight, Raynor—Private in Co. C, 61st Va. Inf.
Sawyer, Gideon L.—Private in Co. C, 61st Va. Inf.
Stewart, David H.—Private in Co. C, 61st Va. Inf.
Sawyer, William J.—Private in Co. C, 61st Va. Inf.
Suggs, George F.—Private in Co. C, 61st Va. Inf.
Singleton, John—Private in Co. D, 61st Va. Inf.
Shepperd, John—Private in Co. D, 61st Va. Inf.

Saunders, William D. B.—Private in Co. E, 61st Va. Inf.
Stewart, Thomas—Private in Co. E, 61st Va. Inf.
Stokes, James—Private in Co. E, 61st Va. Inf.
Stokes, Robert—Private in Co. E, 61st Va. Inf.
Stokes, Wilson F.—Private in Co. E, 61st Va. Inf.
Simmons, John R.—Third sergeant in Co. H, 61st Va. Inf. Prom. 1st sergt.
Sorey, John C.—Corporal in Co. H, 61st Va. Inf.
Sherwood, John M.—First sergeant in Co. I, 61st Va. Inf.
Shepherd, Edward C.—Second sergeant in Co. I, 61st Va. Inf.
Sibley, William—Private in Co. I, 61st Va. Inf.
St. George, William E.—Private in Co. I, 61st Va. Inf.
Smith, W. J.—Private in Co. I, 61st Va. Inf.
Sawyer, John I.—Private in Co. K, 61st Va. Inf.
Stafford, Richard—Private in Co. K, 61st Va. Inf.
Sykes, Joseph J.—Private in Co. K, 61st Va. Inf.
Stephens, Joseph L.—Private in Co. K, 61st Va. Inf.
Sorey, Evan—Private in Co. K, 61st Va. Inf.
Staylor, Thomas—Private in Co. K, 61st Va. Inf.
Sullivan, Henry—Sergeant in Co. C, 1st Va. Inf.
Simmons, W. A.—Private in Co. A, 3d Va. Inf.
Sawyer, Kader—Private in Co. A, 3d Va. Inf.
Simmons, Thomas—Private in Co. B, 3d Va. Inf.
Smith, George A.—Private in Co. B, 3d Va. Inf. Trans. to Navy.
Sturtevant, William P.—First sergeant in Co. H, 3d Va. Inf.
Sherwood, Robert A.—Corporal in Co. H, 3d Va. Inf.
Smith, James—Third sergeant in Co. H, 3d Va. Inf.
Stoakes, Isaiah—Second sergeant in Co. H, 3d Va. Inf.
Savage, Thomas—Private in Co. H, 3d Va. Inf.
Scott, Robert G.—Private in Co. H, 3d Va. Inf.
Stoakes, Edward—Private in Co. H, 3d Va. Inf.
Southall, J. H.—Surgeon in 55th Va. Inf.
Sale, Henry G.—Private in Co. D, 9th Va. Inf.
Skinner, Abraham—Private in Co. D, 9th Va. Inf.
Seacrist, Barclay—Private in Co. D, 9th Va. Inf.
Stublin, William C.—Sergeant in Co. D, 9th Va. Inf.
Skelling, John C.—First lieutenant in Co. D, 9th Va. Inf. Not elect. at reorganization.
Savage, T. A.—Private in Co. G, 9th Va. Inf.
Sherwood, O. B.—Private in Co. G, 9th Va. Inf.
Sale, John E.—Private in Co. G, 9th Va. Inf.
Smith, William F.—Private in Co. G, 9th Va. Inf.
Stores, John Wesley—Private in Co. G, 9th Va. Inf.
Savage, William—Private in Co. I, 9th Va. Inf.
Spivey, Jethro—Private in Co. I, 9th Va. Inf.
Sawyer, Albert—Private in Co. I, 9th Va. Inf.
Skeeter, W. J.—Private in Co. I, 9th Va. Inf.
Small, Benjamin—Private in Co. I, 9th Va. Inf.
Savage, Mike L.—Private in Co. I, 9th Va. Inf.
Spaulding, John A.—Private in Co. I, 9th Va. Inf.
Smith, William Alfred—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps 1862.
Smith, William A.—Private in Co. K, 9th Va. Inf.
Savage, T. J.—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps 1862.
Smith, Arthur—Private in Co. K, 9th Va. Inf. Trans. to Co. I, 15th Va. Cav.
Sanner, Joseph—First sergeant in Co. C, 16th Va. Inf. Trans. to Md. Line 1862.
Spady, Thomas V.—Private in Co. C, 16th Va. Inf. Det. as Courier.
Smaw, Daniel G.—Private in Co. C, 16th Va. Inf.
Shelton, William Naylor—Corporal in Co. C, 16th Va. Inf. Det. to work in Navy Yard.
Sibley, Robert E.—Private in Co. C, 16th Va. Inf.
Scott, Albert A.—Private in Co. C, 16th Va. Inf. Det. Hosp't. Steward.
Stringer, Thomas D.—Fourth corporal in Co. A, 6th Va. Inf.
Steward, George H.—Private in Co. A, 6th Va. Inf. Prom. Lieut.
Stott, Samuel—Private in Co. A, 6th Va. Inf.
Sheppard, James H.—Private in Co. A, 6th Va. Inf.
Spratt, Stewart M.—Third sergeant in Co. C, 6th Va. Inf. Prom. 1st lieut.
Shipp, William T.—Private in Co. C, 6th Va. Inf.
Small, Caleb—Private in Co. C, 6th Va. Inf.
Sledd, Joshua—Private in Co. C, 6th Va. Inf.
Sigman, Jehu, Jr.—Private in Co. C, 6th Va. Inf.
Sigman, Peter—Private in Co. C, 6th Va. Inf.
Sigman, Joseph M.—Private in Co. C, 6th Va. Inf.
Stanly, Robert J.—Private in Co. C, 6th Va. Inf.
Sheppard, John H.—Private in Co. C, 6th Va. Inf.
Stine, William—Third corporal in Co. D, 6th Va. Inf.
Swift, William H.—Private in Co. D, 6th Va. Inf. Prom. sergt.
Scarft, William—Private in Co. D, 6th Va. Inf.
Spencer, Levi—Private in Co. D, 6th Va. Inf.
Smith, John F.—Private in Co. F, 6th Va. Inf.
Simmons, Albert B.—Third sergeant in Co. G, 6th Va. Inf.
Styron, Oscar M.—Second corporal in Co. G, 6th Va. Inf.
Seal, John R.—Private in Co. G, 6th Va. Inf.
Smith, Johnathan K.—Private in Co. G, 6th Va. Inf.
Segar, John—Private in Co. G, 6th Va. Inf. Trans. to Co. H, 38th Va. Inf. 1862.
Saunders, Palmer—Private in Co. G, 6th Va. Inf. Ap. Midshipman in Navy.
Stokes, Montford N.—Private in Co. G, 6th Va. Inf. Prom. Lieut. Co. D, 6th Va. Inf.
Sharp, John H.—Private in Co. G, 6th Va. Inf. Prom. 2d Lieut. P. A. C. S. 1861.
Stone, George F.—Private in Co. G, 6th Va. Inf.
Segar, Arthur S.—Private in Co. G, 6th Va. Inf. Prom. Lieut. in another regt.
Shipp, John S.—Private in Co. G, 6th Va. Inf.
Smith, Henry—Private in Co. G, 6th Va. Inf.
Smoot, William—Private in Co. G, 6th Va. Inf. Discharged 1862.
Southgate, Lewellyn—Private in Co. G, 6th Va. Inf. Ap. Sergt.-Maj. Col. Godwin's command.
Stone, David D.—Private in Co. G, 6th Va. Inf.
Seal, William B.—Private in Co. G, 6th Va. Inf. Ap. Hosp't. Steward 1862.
Smith, Josiah H.—First lieutenant in Co. H, 6th Va. Inf.
Smith, Alexander M.—First corporal in Co. H, 6th Va. Inf. Prom. Color-bearer 6th Va. Inf.
Simmons, John L.—Fourth corporal in Co. H, 6th Va. Inf.
Smith, Andrew—Private in Co. H, 6th Va. Inf.
Smith, John E.—Private in Co. H, 6th Va. Inf. Prom. Corporal—Trans. to Navy 1863.

Stubbs, William J.—Private in Co. H, 6th Va. Inf. Det. Provost Guard.
Stryker, Martin—Private in Co. H, 6th Va. Inf.
Sykes, William A.—Private in Co. H, 6th Va. Inf.
Scott, William T.—Private in Co. H, 6th Va. Inf.
Seldner, Isaac—First sergeant in Co. H, 6th Va. Inf.
Sale, John F.—Fourth sergeant in Co. H, 12th Va. Inf. Prom. Lieut. 1864.
Shelton, E. W.—Fourth corporal in Co. H, 12th Va. Inf.
Shepherd, John S.—Private in Co. H, 12th Va. Inf.
Stone, William—Private in Co. H, 12th Va. Inf.
Scribner, James D.—Private in Co. H, 12th Va. Inf.
Shipp, Josiah P.—Private in Co. H, 12th Va. Inf. Trans. to Co. G, 1862.
Simcoe, Augustus—Private in Co. H, 12th Va. Inf.
Starke, A. W.—Lieutenant-colonel Art.
Smith, Francis—Major Heavy Art.
Saunders, John S.—Lieutenant-colonel attached to Ordnance Dept., C. S. A.
Saunders, Hunter—Private in Richmond Howitzers—Art.
Santos, Alexander—Private in Richmond Howitzers—Art.
Swain, William—Private in Portsmouth Light Art.
Stoakes, Joseph M.—Private in Portsmouth Light Art.
Stoakes, H. C.—Private in Portsmouth Light Art.
Shephard, Edward J.—Private in Portsmouth Light Art.
Stores, Richard—Private in Portsmouth Light Art.
Spragg, Aaron—Private in Portsmouth Light Art.
Saunders, Robert—Private in Portsmouth Light Art.
Sheppard, William E.—Private in Portsmouth Light Art.
Snow, John W.—Private in Portsmouth Light Art.
Stores, James—Private in Portsmouth Light Art.
Summers, E. T. W.—Private in Portsmouth Light Art.
Straub, E. G.—Private in Portsmouth Light Art.
Saunders, S. S.—Private in Norfolk Light Art. Blues.
Sebrell, N. C. H.—Private in Norfolk Light Art. Blues.
Smiley, C. D.—Private in Norfolk Light Art. Blues.
Sterrett, J. S.—Private in Norfolk Light Art. Blues.
Segar, T. F.—Private in Norfolk Light Art. Blues.
Smith, E. C.—Private in Norfolk Light Art. Blues.
Smith, James W.—Private in Norfolk Light Art. Blues.
Smythe, William—Private in Norfolk Light Art. Blues.
Stewer, Edwin—Private in Norfolk Light Art. Blues.
Swank, W. A.—Private in Norfolk Light Art. Blues.
Smith, C. A., Jr.—Private in Norfolk Light Art. Blues.
Smith, J. E.—Private in Norfolk Light Art. Blues.
Simmons, J.—Private in Norfolk Light Art. Blues.
Smiley, Thomas S.—Private in Norfolk Light Art. Blues.
Stephens, Richard H., Jr.—Private in Norfolk Light Art. Blues.
Summers, William R.—Private in Norfolk Light Art. Blues.
Stephens, John W.—Third corporal in Norfolk Light Art. Blues. Prom. 1st Sergt.
Sale, John H., Jr.—Third lieutenant in Atlantic Art.
Scott, Robert—Private in Atlantic Art.
Sharpley, John J.—Private in Atlantic Art.
Solon, Thomas—Private in United Art.
Smith, George—Private in United Art.
Smith, John D.—Private in United Art.
Stokes, James—Private in United Art.
Snider, John—Private in United Art.
Scott, Wyatt W.—Private United Art.
Sadler, George—Corporal in Young's Harbor Guard—Art.
Simpson, W. W.—Private in Doyle's Cav.
Swann, Christopher M.—Private in Co. A, 5th Va. Cav.
Skeeter, Joseph—Private in Co. C, 13th Va. Cav.
Spivey, Jethro—Private in Co. C, 13th Va. Cav.
Spivey, Henry—Private in Co. C, 13th Va. Cav.
Stokes, Lemuel—Private in ——, 13th Va. Cav.
Smith, William T.—2nd sergeant in Co. F, 15th Va. Cav.
Simpson, William—Private in Co. F, 15th Va. Cav.
Stroud, Cornelius—Private in Co. F, 15th Va. Cav.
Sykes, Cornelius—Private in Co. F, 15th Va. Cav. Fur. Subst. 1862.
Sanderlin, John W.—Private in Co. F, 15th Va. Cav. Trans. to N. C. Regt.
Silvester, Keeling—Private in Co. F, 15th Va. Cav.
Steward, Solomon—Private in Co. F, 15th Va. Cav.
Sadler, Robert—Private in Co. F, 15th Va. Cav.
Slack, Edward—Private in Co. F, 15th Va. Cav.
Smith, Samuel—Private in Co. I, 15th Va. Cav.
Seabury, William H.—Private in Signal Corps.
Spooner, Alfred B.—Private in Signal Corps.
Selden, William—Captain in Engineers C. S. A.
Sale, George L.—Hospital steward.
Sinclair, Arthur—Commander in C. S. Navy.
Spottswood, C. F. M.—Commander in C. S. Navy.
Sinclair, George T.—Commander in C. S. Navy.
Sinclair, Arthur, Jr.—Lieutenant in C. S. Navy.
Sharp, William—Lieutenant in C. S. Navy.
Skinner, Thomas L.—Lieutenant in C. S. Navy.
Sinclair, W. B.—Surgeon in C. S. Navy.
Saunders, Palmer—Midshipman in C. S. Navy.
Sinclair, W. H.—Midshipman in C. S. Navy.
Schisano, Stephen—Gunner in C. S. Navy.
Smith, W. T.—Boatswain in C. S. Navy.
Skinner, W. W.—Master's mate in C. S. Navy.
Smith, William—Master's mate in C. S. Navy.
Sinclair, W. B.—Midshipman in C. S. Navy.
Sullivan, Robert—Petty officer in C. S. Navy.
Schroeder, Charles—Chief engineer in C. S. Navy.
Shannon, Jesse C.—Assistant surgeon in C. S. Navy.
Seay, Robert—In C. S. Navy.
Sullivan, Anthony—In C. S. Navy.

T.

Toomer, Charles H.—Lieutenant in 41st Ala. Inf.
Toomer, Shelton—Private in 3rd Ala. Inf.
Tripple, W. F.—Commissary sergeant in I. N. O. L. Guards, 1st La. Regt.
Tufts, O.—Captain in Co. A, 1st Ga. Inf.
Trimeger, George M.—Private in Co. G, 55th Va. Inf.
Tucker, W. H.—Private in Co. I, 38th Va. Inf.
Tucker, Samuel—Private in Co. I, 38th Va. Inf.
Tebault, Daniel—Private in Co. I, 38th Va. Inf.
Tripple, Charles—Private in Co. I, 38th Va Inf.
Tart, George T.—Sergeant in Co. I, 38th Va. Inf.
Tatem, Arthur H.—Corporal in Co. I, 38th Va. Inf.
Tatem, Nathaniel C.—Private in Co. F, 41st Va. Inf.
Tatem, Elijah—Private in Co. F, 41st Va. Inf.
Tatem, John W.—Private in Co. F, 41st Va. Inf.
Taylor, James F.—Private in Co. F, 41st Va. Inf.
Toy, James—Musician in Co. A, 61st Va. Inf.

Thompson, William—Private in Co. A, 61st Va. Inf.
Tucker, John H.—3rd sergeant in Co. B, 61st Va. Inf. Prom. 1st Sergt.
Tucker, James E.—Corporal in Co. B, 61st Va. Inf.
Thompson, Christopher—Private in Co. B, 61st Va. Inf.
Thomas, John W.—Private in Co. D, 61st Va. Inf.
Tatem, Camillus A.—Sergeant in Co. E, 61st Va. Inf.
Tatem, Benjamin F.—Private in Co. E, 61st Va. Inf. Prom. Quartermaster Sergt.
Taylor, Thomas H.—Private in Co. H, 61st Va. Inf.
Tranham, A. S.—Private in Co. H, 61st Va. Inf.
Turner, Mills—Private in Co. H, 61st Va. Inf.
Thornton, David W.—3rd sergeant in Co. I, 61st Va. Inf.
Toppin, Smith—Private in Co. I, 61st Va. Inf. Prom. sergeant.
Taylor, Revell I.—2nd lieutenant in Co. K, 61st Va. Inf. Prom. 1st Lieut.
Tatem, George W.—3rd sergeant in Co. K, 61st Va. Inf.
Tucker, James A.—Private in Co. A, 3rd Va. Inf.
Tucker, Willis—Private in Co. A, 3rd Va. Inf.
Taylor, John—Private in Co. A, 3rd Va. Inf.
Taylor, William C.—1st lieutenant in Co. B, 3rd Va. Inf.
Thomas, William—Private in Co. B, 3rd Va. Inf.
Taylor, James E.—Private in Co. F, 3rd Va. Inf.
Tabb, John—Musician in Co. H, 3rd Va. Inf.
Tee, John C.—Private in Co. H, 3rd Va. Inf.
Tabb, Thomas—Private in Co. H, 3rd Va. Inf.
Thomas, Samuel—Private in Co. H, 3rd Va. Inf.
Thomas, L. W.—Lieutenant in Co. D, 26th Va. Inf.
Thompson, John W.—Private in Co. D, 9th Va. Inf.
Tonkin, William F.—Lieutenant in Co. D, 9th Va. Inf.
Tompkins, Thomas G.—Private in Co. D, 9th Va. Inf.
Thomas, William James—Private in Co. D, 9th Va. Inf.
Turner, G. M.—Private in Co. K, 9th Va. Inf.
Taylor, Benjamin—Private in Co. I, 9th Va. Inf.
Tabb, William H.—Private in Co. K, 9th Va. Inf. Prom. Sergt.-Maj. 3rd Va. Inf.
Tyler, Julius H.—Private in Co. B, 16th Va. Inf.
Tart, John Quincy—Private in Co. B, 16th Va. Inf.
Tyler, Henry C.—Private in Co. B, 16th Va. Inf.
Tomlinson, Ed. R.—Drummer in Co. C, 16th Va. Inf.
Toy, Crawford H.—Chaplain in 53rd Va. Inf.
Tulane, Alonzo J.—Private in Co. A, 6th Va. Inf.
Taylor, Robert B.—Captain in Co. C, 6th Va. Inf.
Taylor, Richard—Private in Co. C, 6th Va. Inf.
Tarrant, Eleazer—Private in Co. C, 6th Va. Inf.
Talbot, John B.—Private in Co. C, 6th Va. Inf.
Turner, George W.—Private in Co. C, 6th Va. Inf.
Trifford, William—Private in Co. D, 6th Va. Inf.
Thorogood, George—Private in Co. D, 6th Va. Inf.
Taylor, David R.—Private in Co. D, 6th Va. Inf.
Thomas, Richard S.—Private in Co. G, 6th Va. Inf. Det. Army Intelligence office, 1862.
Todd, George M.—Private in Co. G, 6th Va. Inf.
Taylor, Robertson—Private in Co. G, 6th Va. Inf. Ap. Q. M. Sergt. Adjt., 6th Va. Inf., and Adjt. Div.
Todd, H. S.—Private in Co. G, 6th Va. Inf. Prom. Lieut. Co. B, 9th Va. Inf.
Taylor, William E.—Private in Co. H, 12th Va. Inf.
Tomkins, E.—Private in Co. H, 12th Va. Inf.
Tyler, John B.—Private in Portsmouth Light Art.
Thomas, B. D.—Quartermaster sergeant in Norfolk Light Art. Blues.
Thompson, E., Jr.—Private in Norfolk Light Art. Blues.
Taylor, W. J.—Private in Norfolk Light Art. Blues.
Taylor, J. Theodore—Private in Norfolk Light Art. Blues.
Thomas, J. D.—Private in Norfolk Light Art. Blues.
Taylor, John—Private in Norfolk Light Art. Blues.
Tilghman, John L.—1st lieutenant in Norfolk Light Art. Blues.
Taylor, Beverly K.—1st sergeant in Atlantic Art.
Thompson, Henry—3rd sergeant in Atlantic Art.
Thompson, David S.—Private in Atlantic Art.
Totten, Samuel—Private in Atlantic Art.
Taylor, John G.—Private in Atlantic Art.
Timberlake, David—Private in Atlantic Art.
Thayer, Stephen B.—Private in Atlantic Art.
Thompson, George—Private in United Art.
Trower, William—4th sergeant in Young's Harbor Guard—Art.
Taylor, Ezekiel—Corporal in Young's Harbor Guard—Art.
Tabb, Robert B.—Private in Co. F, 15th Va. Cav.
Tyson, William G.—Private in Co. F, 15th Va. Cav.
Tabb, Charles—Private in Signal Corps.
Tucker, John S.—Seaman in C. S. Navy.
Tucker, John R.—Captain in C. S. Navy.
Thorborn, R. D.—Commander in C. S. Navy.
Taylor, Richard—Assistant paymaster in C. S. Navy.
Tucker, John T.—Assistant engineer in C. S. Navy.
Turner, Samuel V.—Sailmaker in C. S. Navy.
Tyman, John W.—Chief engineer in C. S. Navy.

U.

Urquhart, William—Private in Co. D, 9th Va. Inf.
Urquhart, J. W.—Private in Co. G, 6th Va. Inf. Trans. to Co. H, 5th Va. Cav.
Urquhart, A. B.—Private in Co. G, 6th Va. Inf. Trans. to Co. H, 5th Va. Cav.

V.

Vandenberg, James—Private in Co. I, 38th Va. Inf.
Vellines, Watson B.—Private in Co. F, 41st Va. Inf.
Volkman, C. W.—Private in Co. H, 3rd Va. Inf.
Virnelson, William B.—Private in Co. G, 9th Va. Inf.
Virnelson, Joseph H.—Private in Co. G, 9th Va. Inf.
Voss, James—Private in Co. D, 9th Va. Inf.
Voss, Albert C.—Private in Co. G, 6th Va. Inf.
Vaden, W. L.—Private in Co. H, 12th Va. Inf.
Vaughan, E. S.—Private in Norfolk Light Art. Blues.
Veale, Samuel—Private in Norfolk Light Art. Blues.
Vellines, John A.—Private in Atlantic Art.
Virnelson, Joseph E.—Assistant engineer in C. S. Navy.
Vernon, W. H.—1st lieutenant in C. S. Navy.

W.

Wright, John L.—Sergeant in Co. K, 54th N. C. Inf.
Wright, Minton A.—Lieutenant in 57th N. C. Inf.
Williams, Daniel A.—Sergeant in 17th N. C. Inf.
Waterfield, John—Private in 7th N. C. Inf.
Wright, Thomas H.—Sergeant-major in 46th N. C. Inf.

Wright, J. E.—Drum-major in 47th N. C. Inf. Trans. to 60th Va. Regt.
Whitehurst, John—Private in 2nd N. C. Battalion.
Welsh, Patrick—Private in N. C. Regt.
Willey, John M.—Private in 68th N. C. Inf.
Wyatt, John—Sergeant in N. C. Regt.
Wootten, Peck—Private in Wythe Rifles.
Walker, R. P.—Disc.—disability.
Webb, William T.—Disc.—1863.
Wingfield, Thomas H.—Medical inspector in Army of Northern Virginia.
Watts, E. M.—Surgeon in Simms' Brigade.
White, Franklin J.—Surgeon in C. S. Army.
Wingfield, William C.—Major and commissary.
White, John R.—Captain and assistant commissary.
Whiting, John S.—Hospital steward.
Walters, Edward M.—Private in Nelson's Guards, 32nd Va. Inf.
Williamson, John G.—Sergeant in Co. A, 3rd Va. Reserves.
Wright, Cary W.—Sergeant in Co. F, 32nd Va. Inf.
Whitehurst, John J.—2nd lieutenant in Co. I, 38th Va. Inf.
Williams, A. B.—3rd lieutenant in Co. I, 38th Va. Inf.
Whitehurst, C. P.—Private in Co. I, 38th Va. Inf.
Whitehurst, W. A.—Private in Co. I, 38th Va. Inf.
Whitehurst, George—Private in Co. I, 38th Va. Inf.
Wilder, James M.—Private in Co. I, 38th Va. Inf.
Wilder, Benjamin—Private in Co. I, 38th Va. Inf.
West, John—Private in Co. I, 38th Va. Inf.
Wood, Lorenzo—Private in Co. I, 38th Va. Inf.
Waterfield, Benjamin—Private in Co. I, 38th Va. Inf.
Waterman, Absalom—Private in Co. I, 38th Va. Inf.
Walker, W. W.—Private in Co. I, 38th Va. Inf.
Woodward, Samuel—Private in Co. I, 38th Va. Inf.
Widgeon, John T.—Lieutenant in Co. F, 41st Va. Inf.
Williamson, H. T.—Corporal in Co. F, 41st Va. Inf.
Whitehurst, Christopher—Private in Co. F, 41st Va. Inf.
Williamson, Virginius—Private in Co. F, 41st Va. Inf.
Williamson, Samuel—Private in Co. F, 41st Va. Inf.
Williams, Samuel—Private in Co. F, 41st Va. Inf.
Woodhouse, Moses C.—Private in Co. F, 41st Va. Inf.
Wright, David L.—Private in Co. F, 41st Va. Inf.
Woodward, Oden—Private in Co. F, 41st Va. Inf.
Williamson, Everett—Private in Co. F, 41st Va. Inf. Prom. Orderly Sergt.
Wallace, William C.—Captain in Co. A, 61st Va. Inf.
Warden, James—Private in Co. A, 61st Va. Inf.
Warden, Richard H.—Private in Co. A, 61st Va. Inf.
Waller, George W.—Private in Co. A, 61st Va. Inf.
Wood, Joseph N.—Private in Co. A, 61st Va. Inf. Prom. Corp'l.
Wood, Keeling—Private in Co. A, 61st Va. Inf.
Woodward, Joseph T.—Private in Co. A, 61st Va. Inf.
Woodward, Leander—Private in Co. A, 61st Va. Inf.
Whitehurst, Robert—Private in Co. A, 61st Va. Inf.
Whitehurst, Willoughby—Private in Co. A, 61st Va. Inf.
Williams, D. A.—Private in Co. A, 61st Va. Inf.
Williams, Marcellus—Private in Co. A, 61st Va. Inf.
Wright, Peter—Private in Co. A, 61st Va. Inf.
West, W. W.—Private in Co. A, 61st Va. Inf.
Whitehead, Martin V.—Private in Co. A, 61st Va. Inf.
Williams, Joseph—Private in Co. A, 61st Va. Inf.
Williams, M. D.—Private in Co. A, 61st Va. Inf.
Warden, William H.—Private in Co. A, 61st Va. Inf.
Williams, Francis H.—5th sergeant in Co. B, 61st Va. Inf.
Williams, Thomas—Corporal in Co. B, 61st Va. Inf. Prom. Orderly Sergt.
Waterfield, Cone—Private in Co. B, 61st Va. Inf.
Waterfield, William T.—Private in Co. B, 61st Va. Inf.
Waterfield, Alexander—Private in Co. B, 61st Va. Inf.
Waterfield, Malachi—Private in Co. B, 61st Va. Inf.
Wicker, C. W.—Private in Co. B, 61st Va. Inf.
Waterfield, John C.—Private in Co. B, 61st Va. Inf.
White, William—Private in Co. B, 61st Va. Inf.
White, Ryland C.—Private in Co. B, 61st Va. Inf.
Whitehurst, Walter S.—Private in Co. B, 61st Va. Inf.
Williams, Wilson W. D.—Private in Co. B, 61st Va. Inf.
Williams, Quinton T.—Private in Co. B, 61st Va. Inf.
Wicker, William T.—Private in Co. B, 61st Va. Inf.
Wilson, St. Julien—2nd lieutenant in Co. C, 61st Va. Inf. Prom. 1st Lieut.
Waller, Josiah—Private in Co. C, 61st Va. Inf.
Waterfield, Saunders—Private in Co. C, 61st Va. Inf.
Warren, John—Private in Co. C, 61st Va. Inf.
Whateley, Leven—Private in Co. C, 61st Va. Inf.
Whitehurst, David—Private in Co. C, 61st Va. Inf.
Wright, William—Private in Co. C, 61st Va. Inf.
Woodward, Litaness—Private in Co. C, 61st Va. Inf.
White, John—Private in Co. D, 61st Va. Inf.
Ward, Baker—Private in Co. D, 61st Va. Inf.
Walker, William M.—Private in Co. D, 61st Va. Inf.
Wood, John M.—Private in Co. D, 61st Va. Inf.
Williams, Hillary—Private in Co. D, 61st Va. Inf.
Walker, Lewis Wilson—Private in Co. D, 61st Va. Inf.
Wilkins, James M.—1st sergeant in Co. E, 61st Va. Inf.
Williamson, Thomas, Corporal in Co. E, 61st Va. Inf.
Wagner, Lewis—Private in Co. E, 61st Va. Inf.
Williamson, Charles C.—Private in Co. E, 61st Va. Inf.
Williamson, Elton—Private in Co. E, 61st Va. Inf.
Williamson, Henry—Private in Co. E, 61st Va. Inf.
Wilkins, W. L. S.—Private in Co. E, 61st Va. Inf. Prom. 2nd Sergt.
White, William F.—Private in Co. E, 61st Va. Inf. Prom. Capt.
Wilson, Joshua T.—Private in Co. E, 61st Va. Inf.
Wright, Benjamin—Private in Co. E, 61st Va. Inf.
Wright, John L.—1st lieutenant in Co. H, 61st Va. Inf. Prom. Capt.
Wilkins, Richard—Private in Co. H, 61st Va. Inf.
White, George T.—Private in Co. H, 61st Va. Inf.
Wyatt, H. T.—Private in Co. H, 61st Va. Inf.
White, John D.—Private in Co. I, 61st Va. Inf.
White, Richard—Private in Co. I, 61st Va. Inf.
Ward, Julius—Private in Co. I, 61st Va. Inf.
Whitson, William—Private in Co. I, 61st Va. Inf.
Wise, Stephen—Private in Co. I, 61st Va. Inf.
West, Delaware—Private in Co. K, 61st Va. Inf.
Wilson, John—Private in Co. K, 61st Va. Inf.
Wilson, Willis—Private in Co. K, 61st Va. Inf.
Wilson, Benjamin R.—Private in Co. K, 61st Va. Inf.
Williams, William—Private in Co. K, 61st Va. Inf.
Williams, Jordan—Private in Co. K, 61st Va. Inf.
Wickings, James J.—Private in Co. K, 61st Va. Inf.
Wright, William S.—Adjutant in 61st Va. Inf.
White, John R.—1st lieutenant in Co. A, 3rd Va. Inf. Prom. Capt.

White, Edward P.—Private in Co. A, 3rd Va. Inf.
Whitehead, John D.—Private in Co. A, 3rd Va. Inf.
Williams, William J.—Private in Co. A, 3rd Va. Inf. Prom. 2nd Lieut.
White, Osceola T.—Private in Co. A, 3rd Va. Inf. Prom. 3rd Lieut.
Weston, W. W.—Private in Co. A, 3rd Va. Inf.
Walton, Robert—3rd corporal in Co. B, 3rd Va. Inf.
Wilkins, William—Private in Co. B, 3rd Va. Inf. Prom. Coms. Sergt.
Wilkins, Andrew—Private in Co. B, 3rd Va. Inf.
White, Charles—Private in Co. B, 3rd Va. Inf.
Whitehead, John D.—Captain in Co. H, 3rd Va. Inf.
Whitehurst, William—2nd lieutenant in Co. H, 3rd Va. Inf. Not re-elected 1862.
White, William F.—4th lieutenant in Co. H, 3rd Va. Inf. Prom. Capt.
White, John S.—Private in Co. H, 3rd Va. Inf.
Weddon, John R.—Private in Co. H, 3rd Va. Inf.
West, William E.—Private in Co. H, 3rd Va. Inf.
Welslager, George—Private in Co. H, 3rd Va. Inf.
Wrenn, John W. H.—Adjutant in 3rd Va. Inf.
Walker, James Robert—3rd corporal in Co. B, 9th Va. Inf.
Williams, Thomas F.—Private in Co. B, 9th Va. Inf.
Webster, ——— —Private in Co. D, 9th Va. Inf.
Williams, Samuel—Private in Co. D, 9th Va. Inf.
Walton, George W.—Private in Co. D, 9th Va. Inf.
Walton, John W.—Private in Co. D, 9th Va. Inf. Trans. to navy.
Wilkerson, William—Private in Co. D, 9th Va. Inf.
Watson, Joseph W.—Private in Co. D, 9th Va. Inf.
White, Joseph—Private in Co. D, 9th Va. Inf.
White, Richard W. B.—Sergeant in Co. D, 9th Va. Inf.
Walsh, Joseph—Private in Co. D, 9th Va. Inf. Detached 1861.
Wrench, John—Private in Co. D, 9th Va. Inf. Trans. to Grimes' Battery.
Wrenn, Edward—Private in Co. D, 9th Va. Inf.
Wood, William J.—Lieutenant in Co. G, 9th Va. Inf.
White, William H.—1st sergeant in Co. G, 9th Va. Inf.
Williams, Lemuel H.—Corporal in Co. G, 9th Va. Inf.
White, George A.—Private in Co. G, 9th Va. Inf.
Whitehurst, Marshall P.—Private in Co. G, 9th Va. Inf.
Williams, Millard C.—Private in Co. G, 9th Va. Inf.
Woodhouse, Thomas C.—Private in Co. G, 9th Va. Inf.
Williams, Thomas H.—Private in Co. G, 9th Va. Inf. Trans. to Co. K, 9th Va. Inf.
Whitfield, Lewis—Private in Co. G, 9th Va. Inf.
Walton, Henry—Corporal in Co. I, 9th Va. Inf. Prom. Color Corporal.
Wagner, James—Private in Co. I, 9th Va. Inf. Prom. Orderly Sergt.
Wilson, A. J.—Private in Co. I, 9th Va. Inf.
White, Thomas J.—Private in Co. K, 9th Va. Inf. Trans. to Signal Corps 1862.
White, Frank J.—Private in Co. K, 9th Va. Inf. Prom. Surgeon C. S. A.
Williams, David A.—Private in Co. K, 9th Va. Inf.
Williams, E. B.—Private in Co. K, 9th Va. Inf.
Williams, A. J.—Private in Co. K, 9th Va. Inf. Ap. Hosp't. Steward.
Wilson, William H.—Private in Co. K, 9th Va. Inf.
Wilkins, James E.—Private in Co. C, 16th Va. Inf.
Williams, W. W.—Private in Co. C, 16th Va. Inf.
Williams, Walter—Private in Co. C, 16th Va. Inf.
Williams, Joseph—Private in Co. C, 16th Va. Inf.
Ward, Edward B.—Private in Co. C, 16th Va. Inf. Prom. Adj. 16th Va. Inf.
Watters, James P.—Private in Co. C, 16th Va. Inf.
Whitehurst, John W.—Private in Co. C, 16th Va. Inf.
Wills, John S.—Private in Co. C, 16th Va. Inf.
Wills, Joseph P.—Private in Co. C, 16th Va. Inf.
White, N. E.—Private in Co. C, 16th Va. Inf. Re-enlisted in Norfolk L. A. Blues.
Wilson, William S.—Private in Co. C, 16th Va. Inf.
Watts, A. S.—Sergeant in Co. C, 16th Va. Inf. Elected sheriff and disc.
Wallace, Thomas D.—1st sergeant in Co. A, 6th Va. Inf. Prom. Lieut.; not re-elected 1862.
Whitehurst, William H.—Private in Co. A, 6th Va. Inf. Prom. 1st Sergt.
Wilkins, William P.—Private in Co. A, 6th Va. Inf.
Warren, John M.—Private in Co. A, 6th Va. Inf.
Williams, Newton J.—Private in Co. A, 6th Va. Inf.
Williams, William Carter—Captain in Co. B, 6th Va. Inf.
Wright, Joseph, Sr.—Private in Co. C, 6th Va. Inf.
Watters, David C.—1st lieutenant in Co. C, 6th Va. Inf.
Wright, Joseph Sr.—Private in Co. C, 6th Va. Inf.
Woodhouse, John J.—Private in Co. C, 6th Va. Inf. Prom. Corporal.
White, Thomas R.—Private in Co. C, 6th Va. Inf.
Walters, Alfred—Private in Co. C, 6th Va. Inf.
Wray, John W.—Private in Co. C, 6th Va. Inf.
Wallace, William—Private in Co. C, 6th Va. Inf. Trans. to Maryland Line 1862.
Webster, W. D.—Private in Co. C, 6th Va. Inf.
Wiatt, James M. F.—2nd sergeant in Co. C, 6th Va. Inf. Elected 3rd Lieut. Co. D, 6th Va. Inf.
Williams, John J.—3rd corporal in Co. C, 6th Va. Inf. Prom. Sergt.
White, William—3rd sergeant in Co. D, 6th Va. Inf. Trans. to navy 1864.
Wills, George T.—Private in Co. D, 6th Va. Inf.
Williams, Robert S.—Private in Co. D, 6th Va. Inf.
Wilkins, William F.—Private in Co. D, 6th Va. Inf.
Wood, James M.—Private in Co. D, 6th Va. Inf.
Wood, Alexander—Private in Co. D, 6th Va. Inf.
Woodhouse, Charles—Private in Co. D, 6th Va. Inf.
Warren, W. J.—Private in Co. D, 6th Va. Inf.
Wright, Howard S.—4th sergeant in Co. G, 6th Va. Inf. Prom. Ensign 6th Va. Inf.
Ward, Josiah J.—Private in Co. G, 6th Va. Inf.
Whiting, William N.—Private in Co. G, 6th Va. Inf.
Whitehurst, Frank M.—Private in Co. G, 6th Va. Inf. Prom. 1st Lieut. Co. B, 6th Va. Inf. 1863.
Williams, John N.—Private in Co. G, 6th Va. Inf.
Wise, William M. B.—Private in Co. G, 6th Va. Inf. Trans, to Co. A, 46th Va. Inf., 1862.
Walke, Richard, Jr.—Private in Co. G, 6th Va. Inf. Prom. Ord. Officer 1862.
Wicker, D. H. C. (Sub.)—Private in Co. G, 6th Va. Inf.
Walsh, William V.—Private in Co. G, 6th Va. Inf.
Wise, William B.—Private in Co. G, 6th Va. Inf. Prom Lieut. in N. C. Regt.
Walker, R. P.—Private in Co. G, 6th Va. Inf. Ap. 2nd Lieut. P. A. C. S.

Wilgerson, Henry D.—Private in Co. G, 6th Va. Inf. Prom. 2nd Lieut. Co. B, 9th Va. Inf.
Williams, Thomas A.—Private in Co. G, 6th Va. Inf. Ap. Sergt.-Maj. Prom. Lieut. Co. K.
Walke, Isaac T.—Private in Co. G, 6th Va. Inf. Trans. to N. L. A. Blues. Prom. Ord. Officer.
Williamson, Henry W.—Captain in Co. G, 6th Va. Inf. Prom. Lieut.-Col. 6th Va. Inf.
Walker, George B.—Private in Co. G, 6th Va. Inf. Trans. to Sussex Cav. 1861.
Wright, David—Captain in Co. H, 6th Va. Inf.
Wirmington, James A.—2nd corporal in Co. H, 6th Va. Inf. Prom. Sergt.
Wellons, Walter R.—3rd corporal in Co. H, 6th Va. Inf.
Wise, H. A.—Private in Co. H, 6th Va. Inf.
Westbrook, D. A.—Private in Co. H, 6th Va. Inf.
Wise, George W.—Private in Co. H, 6th Va. Inf.
Winhall, Hiram—Private in Co. H, 6th Va. Inf.
Wyatt, John L.—Private in Co. H, 6th Va. Inf.
Wood, William F.—Private in Co. H, 6th Va. Inf.
Williamson, Harry W.—Lieutenant-colonel in 6th Va. Inf.
Walker, Luther—2nd sergeant in Co. H, 12th Va. Inf.
White, Caleb D.—Private in Co. H, 12th Va. Inf. Prom. Corporal 1864.
Williams, Thomas T.—Private in Co. H, 12th Va. Inf.
Walker, William H.—Private in Co. H, 12th Va. Inf.
Ward, Mathias—Private in Co. H, 12th Va. Inf.
White, J. J. P.—Private in Co. H, 12th Va. Inf.
White, Ed. J.—Private in Co. H, 12th Va. Inf.
Whitehurst, Leven—Private in Co. H, 12th Va. Inf.
Woodhouse, W. S.—Private in Co. H, 12th Va. Inf.
Wilkins, Henry H.—Private in Co. H, 12th Va. Inf.
Wilkinson, Samuel D.—Private in Co. H, 12th Va. Inf.
White, William—Colonel in 14th Va. Inf.
Wilson, Arthur E.—Captain and commissary in 14th Va. Inf.
Webb, Richard—Lieutenant in Portsmouth Light Art. Trans. to 13th Va. Cav.
Williams, Charles C.—Private in Portsmouth Light Art.
Williams, Charles L.—Private in Portsmouth Light Art.
Warren, Casy R.—Private in Portsmouth Light Art.
Whitehead, William—Private in Portsmouth Light Art.
Wing, Thomas P.—Private Portsmouth Light Art. Prom. 1st Sergt.
Wilson, Willis—Private in Portsmouth Light Art.
Webb, James, Jr.—Private in Portsmouth Light Art.
Weymouth, John—Private in Portsmouth Light Art.
Widgeon, Jacob—Private in Portsmouth Light Art.
Whitehead, Severn—Private in Portsmouth Light Art.
Waller, James T.—Private in Portsmouth Light Art.
Whitehead, Virginius—Private in Portsmouth Light Art.
White, Thomas J. D.—Private in Portsmouth Light Art.
Webb, Thomas C.—Private in Portsmouth Light Art.
Wright, J. R.—4th sergeant in Norfolk Light Art. Blues.
Wilkins, T. J.—Corporal in Norfolk Light Art. Blues.
Wright, E. L.—Corporal in Norfolk Light Art. Blues.
Watters, A. M.—Private in Norfolk Light Art. Blues.
West, William M.—Private in Norfolk Light Art. Blues.
Whiting, T. B.—Private in Norfolk Light Art. Blues.
Whiting, J. R.—Private in Norfolk Light Art. Blues.
Wilkins, C. L.—Private in Norfolk Light Art. Blues.
Wilkins, John F.—Private in Norfolk Light Art. Blues.
Whitehurst, L. H.—Private in Norfolk Light Art. Blues.
Woodhouse, P. D.—Private in Norfolk Light Art. Blues.
Worrell, J. R.—Private in Norfolk Light Art. Blues.
Wright, W. S.—Private in Norfolk Light Art. Blues.
Wilkins, W. A.—Private in Norfolk Light Art. Blues.
Ward, J. T.—Private in Norfolk Light Art. Blues.
Wilson, D. C. B.—Private in Norfolk Light Art. Blues.
Woodhouse, John—Private in Norfolk Light Art. Blues.
Woodward, W. W.—Private in Norfolk Light Art. Blues.
White, N. E.—Private in Norfolk Light Art. Blues.
Wilkins, G. W.—Private in Norfolk Light Art. Blues.
White, C. E.—Private in Norfolk Light Art. Blues.
Whitmore, C.—Private in Norfolk Light Art. Blues.
White, William O.—Private in Norfolk Light Art. Blues.
Whitehurst, James O.—Private in Norfolk Light Art. Blues.
Whitfield, Richard W.—Private in Norfolk Light Art. Blues.
Wickers, John—Private in Norfolk Light Art. Blues.
Wright, Junius—Private in Norfolk Light Art. Blues.
Wells, John M.—Private in Atlantic Art.
White, Thomas R.—Private in Atlantic Art.
Winslow, Joseph—Private in Atlantic Art.
Whitehurst, Nathan—Private in Atlantic Art.
Williams, James M.—Private in Atlantic Art.
Wilkins, Nathaniel—Private in Atlantic Art.
Williams, Carter W.—2nd lieutenant in United Art.
Wells, Hezekiah—Private in United Art.
Winder, John E.—1st lieutenant in Young's Harbor Guard—Art.
White, William—Private in Young's Harbor Guard—Art.
Wynn, William—Private in Young's Harbor Guard—Art.
Webster, Richard T.—Sergeant in Nottoway Art.
Walke, Isaac—Lieutenant in Ordanance.
Wilson, Thomas—Private in Louisiana Guard—Art.
Watkins, W. H.—Private in Rockbridge Cav.
Wilkerson, Nathaniel—Private in Co. —, 13th Va. Cav.
Woodward, James T.—Private in Co. —, 13th Va. Cav.
Wise, William F.—2nd lieutenant in Co. C, 13th Va. Cav.
Wilson, Andrew J.—Private in Co. C, 13th Va. Cav.
Williams, John W.—Private in Co. E, 13th Va. Cav.
Wilkins, William H.—2nd lieutenant in Co. F, 15th Va. Cav.
Wilson, John J.— 2nd corporal in Co. F, 15th Va. Cav.
Warden, Kosciusco—Private in Co. F, 15th Va. Cav.
Williamson, Joshua J.—Private in Co. F, 15th Va. Cav.
Williams, David—Private in Co. F, 15th Va. Cav.
Wallace, Solomon—Private in Co. F, 15th Va. Cav.
Wilson, Amsey W.—Private in Co. F, 15th Va. Cav.
Wilson, George A.—Private in Co. F, 15th Va. Cav.
White, Thomas J.—Private in Co. F, 15th Va. Cav.
Whitemore, Marchant—Private in Co. F, 15th Va. Cav.
Wilkins, Thomas B.—Private in Co. F, 15th Va. Cav.
Wilkinson, John—Lieutenant in C. S. Navy.
Ward, William H.—Lieutenant in C. S. Navy.
Whittle, William C., Jr.—Lieutenant in C. S. Navy.
Winder, W. L.—Lieutenant in C. S. Navy.
Worth, Algernon S.—2nd lieutenant in C. S. Navy.
Wyndham, R. Mayo—Master in C. S. Navy.
Whitehead, William B.—Master in C. S. Navy.

Wilkinson, Henry—Master in C. S. Navy.
Wright, Joshua C.—Midshipman in C. S. Navy.
Wilkinson, W. W.—Midshipman in C. S. Navy.
Williamson, William P.—Engineer-in-chief in C. S. Navy.
Webb, William A.—Commander in C. S. Navy.
Worth, A. S.—Lieutenant in C. S. Navy.
Williamson, Charles H.—Surgeon in C. S. Navy.
Wysham, William E.—Surgeon in C. S. Navy.
Warner, James H.—Chief engineer in C. S. Navy.
West, Joseph S.—Assistant engineer in C. S. Navy.
White, Thomas J.—Assistant engineer in C. S. Navy.
Walcott, S. F.—In C. S. Navy.
White, Fred. A.—Private in Signal Corps.
Williamson, William A.—Private in Signal Corps.
White, James H.—Private in Signal Corps.
Walldren, Thomas—Private in Signal Corps.
Wallace, George W.—Private in Signal Corps.
Wiles, Samuel—Private in Signal Corps.
White, William A.—Private in Signal Corps.
White, James C., Jr.—Private in Signal Corps.

Y.

Yates, Samuel—Private in Co. D, 9th Va. Inf.
Yates, Josiah D.—Private in Co. D, 9th Va. Inf.
Young, M. P.—Private in Co. K, 9th Va. Inf. Ap. engineer in navy.
Youre, Stephen—Private in Co. I, 61st Va. Inf.
Young, George W.—Private in Co. D, 61st Va. Inf.
Young, Martial—Private in Co. C, 6th Va. Inf.
Young, J. B.—Private in Co. C, 6th Va. Inf.
Young, Thomas A.—Private in Co. G, 6th Va. Inf.
Young, James—Private in Atlantic Art.
Young, John J.—Captain of Young's Harbor Guard—Art.
Young, C. M.—Sergeant in Signal Corps.
Young, Moses P.—Assistant engineer in C. S .Navy.

Z.

Zills, J. M.—Corporal in Norfolk Light Art. Blues.

Cherry, Ralph—Colored musician in Co. A, 3rd Va. Inf.
Blamire, George—Colored musician.

On an accompanying page are presented views of the several Confederate flags, and an engraving of the Great Seal of the Confederacy. The following explanation of the flags will not be amiss:

CONFEDERATE FLAGS.

No. 1.—The "Stars and Bars" was the first flag of the Confederate States, and is said to have been adopted by the Confederate Congress at Montgomery, Alabama; during the first year of the war, its use was quite general throughout Virginia.

No. 2.—The "Battle-Flag" was designed by General Beauregard, adopted by Gen. Joseph E. Johnston after the first battle of Manassas, and afterward adopted by the Confederate Congress. The reason for its adoption was that in battle the "Stars and Bars" were frequently mistaken for the "Stars and Stripes." It remained as the "Battle-Flag" until the close of the war.

No. 3.—On May 1, 1863, the Confederate Congress adopted this flag as the national flag.

No. 4.—On March 4, 1865, the Confederate Congress adopted this design as the flag of the Confederate States, because the other when limp, was too much like a flag of truce.

We give herewith an interesting letter from Gen. Bradley T. Johnson to the *Richmond Dispatch,* on the subject of the Confederate flags, also a copy of the Act of Congress of May 1, 1863, and the amendment thereto of March 4, 1865:—

To the Editor of the *Dispatch:*

The Confederate flag, with the memories it arouses, is very dear to many people, and we think it but justice to perpetuate a true and accurate description of it. I can find no record of the "Stars and Bars" in the Acts of Congress. It was used by companies and regiments in Virginia in 1861, without authority, and just as a matter of taste.

After Manassas, General Beauregard had prepared at his headquarters a design for a flag, which was painted in water-colors. It was a red square, on which was displayed a blue St. Andrew's cross, bordered with white, and charged with 13 white, five-pointed stars.

This was adopted in general orders from army headquarters, and became the battle-flag of the Confederacy, which should blaze in many a coming trial, showing its followers the way to duty and to death.

Three flags were made by "the three Cary girls" out of their own silk frocks, one for Joe Johnston, Beauregard and Van Dorn each, and were always floated at the headquarters of these generals, and on the march and in the battle showed where they were.

This was Beauregard's battle-flag!

May 1, 1863, an Act of Congress was passed to establish the flag of the Confederate States, and it provided that the battle-flag should be the union of the new flag, and that the field should be white. I never saw this flag with troops. General Lee had one in front of his headquarters. The first time this flag was ever used, and I suspect the first that was ever made, was used as a pall over the bier of "Stonewall" Jackson as he lay in state in the Governor's house at Richmond, in May, 1863. But this flag looked too much like a flag of truce, and did not show at sea, so

No. 1.

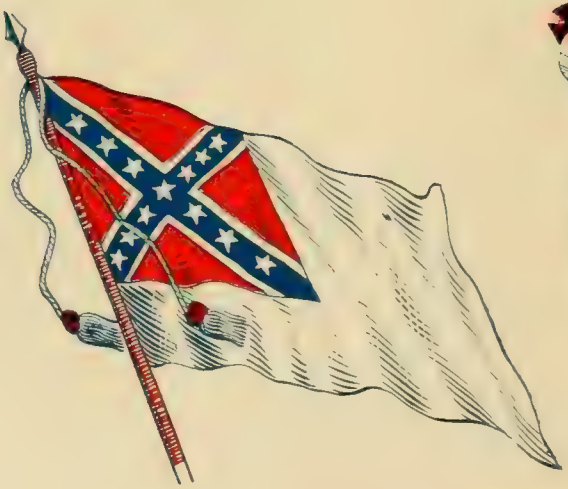


No. 2.

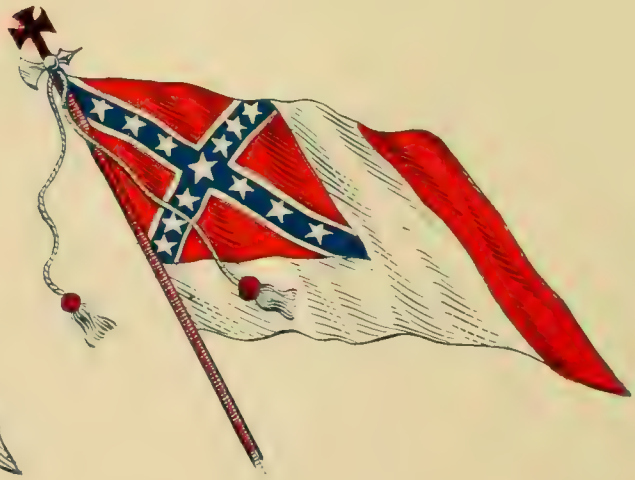




No. 3.



No. 4.



Flags and Great Seal of a Nation that Fell.

the story went, and consequently on March 4, 1865, just 28 days before the death of the Confederacy, Congress passed another Act, adding a broad red bar across the end of it. I never saw this flag, nor have I ever seen a man who did see it—or who saw a man who did see it—with this exception: Col. Louis Euker tells me that riding down to Gen. Custis Lee's quarters in November or December, 1864, he saw this flag flying over Howard's Grove Hospital, and his companion, a German gentleman, then serving in the Ninth Virginia Cavalry, asked him what that flag was, and this incident impressed itself on his memory.

There is no possibility of doubting the accuracy of Colonel Euker's memory. He is as nearly certain to be right as any man I know, but there is a confusion here. The flag was not adopted until March 4, 1865, and he saw it several months before. I explain this by thinking the design for the new flag was known and canvassed. I have a colored lithograph now, made by Hoyer & Ludwig, at the time, for Maj. Arthur L. Rogers, who designed this alteration, and gave me the picture in December, 1864. So, I take it, the doctors at the hospital had made themselves a new flag to set the fashion. But that was not a flag authorized by law, and I have yet to see a man who saw such a flag or saw any man who saw a man who saw one. After March 4, 1865, we were not making flags. Please print the Acts of Congress establishing the flags. The last act has never been printed!

BRADLEY T. JOHNSON.

Herewith is given the Act of May 1, 1863, and also the amendment thereto, passed March 4, 1865:

An Act to establish the flag of the Confederate States:

The Congress of the Confederate States of America do enact, That the flag of the Confederate States shall be as follows: The field to be white, the length double the width of the flag, with the union (now used as the battle-flag) to be a square of two-thirds the width of the flag, having the ground red; thereon a broad saltier of blue, bordered with white, and emblazoned with white mullets or five-pointed stars, corresponding in number to that of the Confederate States. (First Congress, third session. Approved May 1, 1863.)

The foregoing was amended by the following act:

The Congress of the Confederate States of America do enact, That the flag of the Confederate States shall be as follows: The width two-thirds of the length, with the union (now used as the battle-flag) to be in width three-fifths of the width of the flag, and so proportioned as to leave the length of the field on the side of the union twice the width of the field below it; to have the ground red, and a broad blue saltier thereon bordered with white and emblazoned with mullets or five-pointed stars, corresponding in number to that of the Confederate States; the field to be white, except the outer half from the union to be a red bar extending the width of the flag. (Second Congress, second session. Approved March 4, 1865.)

THE GREAT SEAL.

The Great Seal was provided at the third session of the first Congress of the Confederate States of America, as follows:

(No. 4.) *Joint resolution to establish a seal for the Confederate States.*

Resolved, by the Congress of the Confederate States of America, That the seal of the Confederate States shall consist of a device representing an equestrian portrait of Washington (after the statue which surmounts his monument in the capitol square at Richmond), surrounded with a wreath composed of the principal agricultural products of the Confederacy (cotton, tobacco, sugar cane, corn, wheat and rice), and having around its margin the words: "The Confederate States of America, twenty-second February, eighteen hundred and sixty-two, with the following motto: "*Deo vindice.*"

Approved April 30, 1863. (C. S. Statutes at Large).

Hon. J. P. Benjamin, Secretary of State of the Confederate States, in his dispatch of May 20, 1863, (No. 23) to Hon. James M. Mason, Commissioner of the Confederate States near the government of Great Britain, expressed the will of Congress with regard to the proposed seal in the following manner:

(No. 23.)

DEPARTMENT OF STATE,
RICHMOND, May 20, 1863.

HON. JAMES M. MASON,
&c., &c., &c.,
London.

Sir:

* * * * * * * *

Congress has passed a law establishing a seal for the Confederate States. I have concluded to get the work executed in England, and request that you will do me the favor to supervise it. You will receive herewith a copy of the Act of Congress describing the seal, and a photographic view of the statue of Washington. The photograph represents the horse as standing on the summit of an obelisk, but in the seal the base ought to be the earth, as the representation is to be of a horseman and not of a statue. The size desired for the seal is the circle on the back of the photograph. The outer margin will give space for the words "The Confederate States of America, 22d February, 1862." I do not think it necessary that the date should be expressed in words, the figures 22, 1862, being a sufficient compliance with the requirements of

the law. Indeed, I know that in the drawing submitted to the committee that devised the seal, the date was in figures and not in words. There is not room for the date in words on the circumference of the seal without reducing the size of the letters so much as to injure the effect. In regard to the wreath and the motto, they must be placed as your taste and that of the artist shall suggest, but it is not deemed imperative, under the words of the Act, that *all* the agricultural products (cotton, tobacco, sugar cane, corn, wheat and rice) should find place in the wreath. They are stated rather as examples. I am inclined to think that in so small a space as the wreath must necessarily occupy it will be impossible to include all these products with good effect, and in that event I would suggest that cotton, rice and tobacco, being distinctive products of the southern, middle and northern States of the Confederacy, ought to be retained, while wheat and corn being produced in equal abundance in the United States as in the Confederacy and therefore less distinctive than the other products named, may better be omitted, if omission is found necessary. It is not desired that the work be executed by any but the best artist that can be found, and the difference of expense between a poor and a fine specimen of art in the engraving is too small a matter to be taken into consideration in a work that we fondly hope will be required for generations yet unborn.

Pray give your best attention to this, and let me know about what the cost will be and when I may expect the work to be finished.

The seal was presented to the State of South Carolina about 1887, and is kept in the office of the Secretary of State. It is about three inches in diameter, nearly corresponding in size to the engraving that appears on a preceding page.

Mr. Mason contracted with Mr. Wyon, an artist of London, to execute the seal, the price of which is shown by the following bill:

J. M. Mason, Esq.—
To Joseph S. Wyon,
Chief Engraver of Her Majesty's Seals, Etc.,
287 Regent Street, London, W.

1864. July 2. Silver Seal for the Confederate States of America, with ivory handle, box with spring lock and screw press	£84	
500 wafers	4	10
1,000 seal papers		7
1,000 strips of parchment		18
100 brass boxes	16	5
100 cakes of wax	7	
100 silk cords	6	5
1 perforator		5
3 packing cases lined with tin	3	
	£122	10

By cash, 21 March, £42.
Settled by cheque for balance, 6th July, 1864.

SISTERS OF MERCY.

Probably the first organization for nursing the Confederate soldiers originated in Portsmouth, Virginia. In the spring of 1861, soon after the arrival of the Southern troops, the various camps around the city were attacked with measles and other diseases. The accounts of the sad condition of these brave men who had sacrificed so much in our behalf, aroused the women of Portsmouth to make an effort to ameliorate their condition. A meeting of the most prominent ladies of the community resulted in the formation of a society to nurse the sick Confederates from the Southern States. The following is a verbatim copy of the circular sent out to solicit aid from our citizens:

The Sisters of Mercy. The ladies of Portsmouth desirous to do all that they can to ameliorate the condition of the sick strangers who have so nobly left their homes and come to the defense of Virginia have formed themselves into a society called "The Sisters of Mercy." They will nurse the sick either at the hospitals or at any other place in the city to which they may be conveyed; will prepare nourishment, and do all in their power to promote the comfort and health of their patients.

Managers—Mrs. W. H. Wilson, Mrs. Bilisoly, Mrs. Fannie Toomer, Mrs. J. C. White, Mrs. Tatem, Mrs. Abbie K. Staples, Mrs. Elizabeth Bourdette, Mrs. M. W. Armistead, Mrs. W. C. Smith, Mrs. Pinner, Mrs. C. A. Grice, Mrs. Cozbell, Mrs. Bettie Parrish and Mrs. H. C. Orr.

This appeal met with a generous response from all classes of society, and the ladies went to work with skill, energy and devotion to make the affair a success. Many of the sick soldiers were boarding at the Ocean House, and the first few weeks after the society was organized the ladies devoted their time to nursing these men. They were unfortunate in this attempt, and after losing two patients they determined to open a house exclusively under their own control, which should combine the comforts of a home with the care and attention of a well-kept hospital. In accordance with this plan, they made efforts to secure a suitable building and arranged matters to place the society on a working base.

The American House, a large, unfurnished building formerly used as a hotel, was placed at their disposal, and with busy hands and warm hearts the ladies went rapidly to work. All the essentials necessary to a comfortable home were soon collected. The colonels of the Georgia regiments gave substantial aid by detaching men to assist in the heavier work of nursing. On the 8th of June, 1861, "The Hospital of the Sisters of Mercy" was ready for the first installment of sick Confederates.

The work was arranged systematically, and it has often been said, that at no time during the war was more devoted work carried out more quietly and unostentatiously. To each day of the week two managers were appointed, whose duty it was to provide the meals for that day, see that the sick were well attended, visit patients, give such care as they needed, superintend the servants, provide tempting dishes for those whose appetities could not take the usual nourishment, in fact from early morn until 9 P. M. become house mothers to that suffering band so far away from their homes and loved ones. The town was divided into districts, and to each manager certain streets were assigned, and from contributors on those streets the meals for that day were furnished. In this manner most of the meals were provided by the housekeepers ready cooked. Several ladies sending breakfast, many more dinner and others supper. The merchants sent uncooked provisions, the commissary furnished the sick with rations. Those of our ladies whose circumstances did not allow them to contribute were glad to help the cause by cooking the provisions thus provided. In this manner a large amount of well cooked nourishment was always ready. Such breakfasts, such dinners, such suppers as found their way to that American House could only be found in Southern homes, in ante-bellum times. Each contributor seemed to vie with the other as to who should send most and best. Those were the early days of the Confederacy. Hope sat at every hearthstone, smiling faces and bright eyes talked of war but knew it not. The days of fat bacon, black-eyed peas and rye coffee were yet in the dim future, but when the darkness fell, the same hearts and hands were found just as earnest, just as faithful, just as devoted and to none in history can a higher place be given than to the women of the South.

From the 8th of June, 1861, when the first sick soldier was admitted, until the evacuation of Norfolk in May, 1862, the hospital was successfully carried on. The number of patients received was large and the death rate remarkably small, the list before me containing the names of 149 admissions up to August 1, 1861. In March, 1862, the ladies were requested by Dr. Blacknall to transfer their labors to the U. S. Naval Hospital, at that time being used by the Confederate authorities as a government hospital. After some debate and hesitation it was decided to agree to his request.

The American House was given up and the organization bestowed its attention on the sick at this hospital.

When the evacuation of Norfolk occurred, six sick and wounded soldiers were left to the care of these ladies who removed them to private houses and nursed them until their recovery.

When this work was completed the society found its "occupation gone," but its spirit still lived. During the dark days of Federal occupancy the needy wives and children of our absent soldiers were supplied with food and other necessities from the scanty stores of this brave and devoted band. Since the surrender "The Sisters of Mercy" has developed into "The Ladies Memorial Aid Society" whose object is to assist the widows and orphans of our soldiers, and to care for and decorate the graves of our brave men, who so freely gave their lives in our defense. Nobly have they fulfilled their mission.

From June 12, 1866, when "The Ladies Memorial Aid Society" was organized, until May 24, 1900, each year the public has beheld only one phase of their work,—the well-known demonstration, Portsmouth Memorial Day,

having been originated, sustained and exclusively managed by this society until the organization of Stonewall Camp, C. V., since which time this work has been shared between them. This society has had under its care more than 65 orphans whom they have assisted to educate as well as to feed and clothe; very many widows whose needs have always been carefully supplied. They have relieved numbers of sick soldiers and buried many of those who have died.

It is impossible to give even a faint outline of their labor of love during these thirty-six years of ceaseless activity. In all this time there has never been an interruption either in their organization or in their systematic benevolence.

VIRGINIA S. STAPLES.

CHAPTER VIII

MILITARY HISTORY OF THE COUNTY—Continued

CONFEDERATE MONUMENTS AT PORTSMOUTH AND NORFOLK—CONFEDERATE VETERANS' CAMPS OF NORFOLK, PORTSMOUTH AND BERKLEY—UNITED DAUGHTERS OF THE CONFEDERACY CHAPTERS AT NORFOLK AND PORTSMOUTH.

CONFEDERATE SOLDIERS MONUMENTS.

Portsmouth.

On May 8, 1875, a meeting of the citizens of Norfolk County was called to organize a monumental association. Judge J. F. Crocker was chosen to the chair, and the following permanent committee appointed: Judge J. F. Crocker, president; Maj. William H. Ethridge, of Norfolk County, and Col. William White, of Portsmouth, vice-presidents; Maj. George W. Grice, treasurer; Oscar V. Smith, secretary. Directors: B. A. Armistead, John T. Griffin, J. G. Wallace, Thomas H. Brown, Alonzo Ives, Thomas M. Hodges, of Norfolk County, Maj. W. C. Wingfield, E. G. Ghio, Capt. James H. Toomer, Col. D. J. Godwin, Capt. John H. Gayle, Capt. W. H. Murdaugh, Maj. F. W. Jett, Capt. C. W. Murdaugh, Judge L. R. Watts, Capt. C. T. Phillips, and Col. William H. Stewart, of Portsmouth. Charles E. Cassell, then of Portsmouth, was chosen architect. At a meeting held in the following November, a committee was appointed to select a site for the monument. The one selected was at the intersection of High and Court streets, opposite the court house, and the directors accepted it.

On December 14, 1876, the corner-stone was laid with imposing ceremonies. Judge C. W. Murdaugh delivered the address. The cap-stone was raised by the ladies and the children June 15, 1881.

The monument is a plain granite shaft 35.6 feet high, surmounted by a capstone, and resting upon a base 20 feet high, 15 feet square. It has on the four corners of the base bronze figures representing the arms of military service,—Infantryman, Cavalryman, Sailor and Artilleryman.

The monument bears only the inscription, "To Our Confederate Dead," and the dates 1861, 1862, 1863, 1864, 1865, around the shaft. It was dedicated June 15, 1893, with simple and impressive ceremonies. Capt. R. C. Marshall delivered the oration. The military turned out, and the Grand Camp Confederate Veterans of Virginia, then in session in Portsmouth, attended the services.

The lowest bid for the monument was $19,000, but the Raleigh & Gaston Railroad Company gave us the granite from their quarry; and we only paid for the cutting of it,—$1,730. That road and the Seaboard & Roanoke Railroad Company transported it to Portsmouth free of charge. Through the generosity of these corporations, W. H. V. Will-

iams, the last treasurer, reported that the beautiful monument, entirely paid for, only cost $9,236.34. This amount was raised by voluntary subscription and through the indefatigable efforts of Maj. F. W. Jett and the ladies.

This was one of the first monuments erected to the "Confederate Dead." Quite a number of individual memorials had been raised in Richmond and elsewhere.

Portsmouth has the proud distinction of having furnished us more soldiers than it had voters. Only 900 names appeared on the voting list, but when the muster call was sounded, 1,400 brave hearts donned the grey.

Norfolk.

About the first day of January, 1868, an effort was begun to raise funds for the erection of a monument in Norfolk to the memory of Confederate soldiers and sailors.

On the 22nd of February, 1899, the cornerstone of the beautiful monument which now stands on Market Square was laid with Masonic rites in the presence of a great concourse of people. The shaft is 50 feet high and is to be surmounted by a statue eight and one-half feet high, and there will be four figures at the base six feet and nine inches high,—on one face of the monument is the Confederate Battle-Flag and on another the Great Seal of the Confederacy.

The monument was erected under the auspices of the Pickett-Buchanan Camp, Confederate Veterans, and is a beautiful testimonial to the devotion and valor of the "Confederate Dead."

CONFEDERATE VETERANS.

Pickett-Buchanan Camp, Norfolk.

Pickett-Buchanan Camp, Confederate Veterans, was named for Maj.-Gen. George E. Pickett, who commanded the Virginia Division, which made the immortal charge at Gettysburg, and Admiral Franklin Buchanan, who commanded the iron-clad "Virginia" on the 8th of March, 1862.

The camp was chartered on the 19th day of February, 1885, at Norfolk, Virginia, for the purpose not only of keeping fixed upon the records of memory the deeds and characteristics of their comrades who have made greater sacrifices—even of life—than have been demanded of them, for the Sacred Lost Cause; but, as far as they can, to keep alive that fraternity born of the dangers of the battle-field—the hardships of the march and camp—and to alleviate, as far as they can, the temporal needs of those who are yet with them in time and sentiment.

ROLL OF COMRADES.

A.

Addison, James S.—Private in Co. D, Huger's Battery—Art.
Adams, James—Private in 61st Va. Inf.
Avery, J. W.—Major 17th S. C. Volunteers.
Anderson, E. Willoughby—Captain of Artillery.
Anderson, John R.—Private in Co. A, 6th Va. Inf.
Archibald, M. R.—Sergeant in Co. A, 1st Ga. Inf.
Allyn, Joseph T.—1st lieutenant and ordnance officer, Lane's Battalion.
Armstrong, Rev. George D.—Volunteer on staff of General Longstreet.
Arps, George L.—Quartermaster sergeant, 17th N. C. Inf.
Anderson, J. S.—Private in Co. D, Huger's Battery—Art.
Anderson, Charles W.—Sergeant-major, 34th Tenn. Inf.
Anderson, J. H.—Private in 1st Co. Richmond Howitzers—Art.
Anderson, Peter—Private in Co. A, 6th Va. Inf.
Auter, Charles G.—Sergeant-major in 24th Tenn. Inf.
Abdell, W. H.—Private in Co. H, 6th Va. Inf.
Askew, J. M.—Private in Co. H, 6th Va. Inf.

B.

Berry, Nathan W.—Private in Co. A, 13th Va. Cav.
Broughton, Thomas B.—Hospital steward.
Bradford, Edmund—Maj. quartermaster.
Barry, James E.—1st lieutenant United Art.
Burwell, D. S.—Private in 3rd Co., Richmond Howitzers—Art.
Brooke, William T.—Private in Co. D, 43rd Battalion Va. Cav., Mosby's command.
Bluford, George W.—Private in Co. D, 1st Va. Reserves.
Blamire, E. B.—Private in Co. K, 9th Va. Inf.
Bradford, J. D.—Lieutenant-colonel Regular C. S. Art.
Bullock, A. M.—Sergeant United Art.
Borland, Thomas R.—Private in Co. K, 9th Va. Inf.

Butler, George W.—Private in Co. K, 9th Va. Inf.
Baxter, B. F.—Sergeant in Co. B, 13th Va. Cav.
Browne, W. B.—Private in Co. F, 15th Va. Cav.
Baldwin, Charles—Private in Co. A, 44th Va. Inf.
Barker, J. E.—Private in Co. H, 13th Va. Cav.
Brock, C. H.—Private in Co. H, 13th Va. Cav.
Bonney, James H.—Corporal in Co. B, 16th Va. Inf.
Blackford, William W.—Lieutenant-colonel 1st Regt. Engineer Troops.
Butt, William J.—2nd lieutenant Huger's Battery—Art.
Barnes, W. A.—Private in 15th Va. Cav.
Belote, Smith—Private in Co. G, 16th Va. Inf.
Brown, Henry F.—Private in Co. H, 6th Va. Inf.
Banks, Heartwell J.—Private in Co. F, 6th Va. Inf.
Baxter, O. F., Jr.—Private in Co. I, 15th Va. Cav.
Bomar, Robert H.—Sergeant in 1st Co. Hampton Legion—Inf.
Baker, William—Private in United Art.
Brown, Dixon—Private in Smith's Battalion—Art.
Bush, Isaac F.—Private in Independent Signal Corps.
Bell, H. F.—Private in Co. I, 15th Va. Cav.
Buskey, C. H.—Corporal in Norfolk Light Art. Blues.
Burgess, Thomas J.—Sergeant in Co. A, 7th Ga. Cav.
Briggs, J. R.—Private in 18th Va. Battalion.
Burnes, W. A.—Private in United Art.
Black, Thomas—Private in United Art.
Bradham, John B.—Private in Custis Lee's Command and Treasury Dept.
Buchanan, James—Private in Co. A, 6th Va. Inf.
Brown, Philip F.—Private in Co. C, 16th Va. Inf.
Barcroft, Edward J.—Private in Co. I, 38th Va. Inf.
Barrett, R. Cad.—Private in Co. A, 13th Va. Cav.
Banks, Edgar—Private in Co. B, 6th Va. Inf.
Burroughs, John J.—1st lieutenant Artillery. Trans. Miss. Dept. and Army of Tenn.
Burroughs, William H.—Captain Artillery, Army of Tenn.
Bland, Robert E.—Private in Co. G, 1st Va. Cav.
Bryan, Fred. P.—Private in Co. H, 12th Va. Inf.
Bell, James N.—Sergeant-major in 6th Va. Inf.
Boteler, A. R., Jr.—Captain and ordnance officer, Hoke's Brigade.
Bell, Thomas K.—Ordnance sergeant in N. C. Junior Reserves.
Baylor, John W.—Private in Co. A, 12th Va. Inf.
Barnes, George B.—Captain and A. Q. M.
Brockenbrough, J. M.—Colonel of 40th Va. Inf.
Boole, John J.—Private in Hill's Corps.
Burrows, Rev. J. L.—Of Committee to Care for the Wounded.
Bremond, L.—Captain and A. Q. M.
Barnes, James E.—Private in Co. I, 9th Va. Inf.
Burruss, N.—Captain, instructor of tactics and ordnance officer.
Broughton, Robert S.—Corporal in Norfolk Light Art. Blues.
Butt, Anthony S.—Courier to Gen. R. E. Lee.
Boyd, Thomas I.—1st lieutenant in Co. C, 4th Va. Inf.
Bremmer, John A.—Private in Co. H, 6th Va. Inf.
Buchanan, Robert H.—Private in Co. C, 6th Va. Inf.
Brown, W. A.—Corporal in Pendleton's Battery—Art.
Battle, Dorsey—1st lieutenant and aid to General Lewis.
Banks, R. B.—Lieutenant in Norfolk Light Art. Blues.
Baily, Thomas L.—Sergeant in Co. F, 18th Va. Int.
Baylor, R. B.—Private in Co. G, 6th Va. Inf.
Banks, Robert—Sergeant in Co. D, 6th Va. Inf.
Bass, William Colin—Private in Co. A, 3rd Va. Cav.
Bohannon, G. A.—In C. S. Navy.
Borum, Charles—Lieutenant in C. S. Navy.
Baker, John C.—Lieutenant and drill master in N. C. Troops.

C.

Creekmur, W. P.—Private in Co. G, 4th N. C. Cav.
Churn, Severn B.—Private in 19th Va. Battalion—Art.
Cooke, A. B.—Major and quartermaster.
Chamberlaine, George—Captain and A. C. S. in 9th Va. Inf.
Curlin, Z. T.—Private in Co. B, 61st Va. Inf.
Caffee, James H.—Private in 5th Va. Cav.
Calcutt, C. J.—Bugler in Co. B, 1st Regular Heavy Art.
Culpeper, Joseph S.—In Independent Signal Corps.
Creekmur, C. J.—In C. S. Navy.
Costin, William F.—Private in United Art.
Colonna, William B.—Private in United Art.
Carr, Frank—In C. S. Navy.
Charles, James G.—Private in Floyd's and Manly's Batteries—Art.
Cutchin, J. F.—Corporal in Co. A, 16th Va. Inf.
Crocker, Rufus S.—Private in United Art.
Constable, Henry B.—Private in Commissary Department.
Craig, Edward—Private in Co. E, 6th Va. Inf.
Carter, L. H.—Quartermaster sergeant in Co. A, 1st Va. Inf.
Clark, F. W.—Private in Co. D, 1st Ga. Inf.
Chamberlaine, A. E.—Private in Norfolk Light Art. Blues.
Cowand, D. G.—Private in Co. B, 61st Va. Inf.
Cecil, James F.—Lieutenant in Co. C, 4th Va. Inf.
Clarke, George F.—Private in Co. D, 61st Va. Inf.
Cason, John S.—Lieutenant in Co. K, 61st Va. Inf.
Causey, Charles H.—Captain in Co. B, 3d Va. Cav.
Coleman, Junius A.—Lieutenant in 25th Battalion Va. Inf.
Chapman, K. K.—2d lieutenant in Co. A, 19th Battalion Va. Inf.
Chamberlaine, W. W.—Captain and A. A. G., Gen. R. L. Walker.
Carter, William W.—Private in Co. B, 30th Va. Inf.
Cross, Thomas H.—Private in Co. A, 16th Va. Inf.
Cooke, Merritt T.—Private in Norfolk Light Art. Blues.
Cooke, Henry Selden—Master in C. S. Navy.
Cralle, Richard K.—C. S. Navy steamer "Virginia."

D.

Dalton, A. J.—Sergeant in States Co., 1st Ky. Cav.
Dann, W. F.—Private in Co. H, 6th Va. Inf.
Dann, S. S.—Sergeant in Co. C, 6th Va. Inf.
Duncan, A. G.—Private in Co. A, 61st Va. Inf.
Dornin, Thomas L.—Lieutenant in C. S. Navy.
Doyle, John E.—Private in Norfolk Light Art. Blues.
Doyle, Walter H.—Private Norfolk Light Art. Blues.
Dozier, T. F.—Private in Hendren's Art.
Dawes, S. S.—In Co. F, McHenry's Battalion.
Dobbs, A. J.—Private in Co. H, 12th Va. Inf.

Duff, William J.—1st lieutenant in Co. D, 55th Va. Inf.
Drummond, Thomas L.—Private in Co. F, 46th Va. Inf.
Dunn, David R.—Sergeant-major in Paschal's Battalion.
Diggs, William J.—Private in United Art.
Dodson, J. E.—Private in Co. C, 9th Va. Inf.
Dunn, George R.—Major and A. Q. M.
Dibbrell, Watson S.—Private in 1st Co. Richmond Howitzers—Art.
Dobie, Richard A.—Private in Sturdivant's Battery—Art.
Downing, Thomas—Private and drill master.
Davis, William Henry—Private in Co. F, 41st Va. Inf.
Dupuy, Dr. H. R.—Hospital steward in Stark's Battalion—Art.
Dann, S. S.—Private in Co. A, 12th Va. Inf.
Day, John H.—Private in Norfolk Light Art. Blues.
Dixon, George W.—Private in Co. D, 6th Va. Inf.
Drummond, H. P. P.—Private in Co. I, 15th Va. Inf.
Deakins, Solon—Corporal in Co. I, 12th Va. Inf.
Dougherty, E. C.—Private in Co. B, 18th Va. Inf.

E.

Etheridge, Dennis—Private in Co. F, 15th Va. Cav.
Evans, Richard—Private in Norfolk Light Art. Blues.
Elliott, Charles G.—Captain and A. A. G.
Edwards, John A.—Private in Co. D, Huger's Battery—Art.
Eason, John T.—Private in Co. B, 61st Va. Inf.
Edwards, Walter A.—Private in Co. H, 6th Va. Inf.
Ewell, Jesse—Private in Huger's Battery—Art.
Emmerson, George W.—Private in Co. G, 9th Va. Inf.
Elliott, J. Augustus—Private in Norfolk Light Art. Blues.
Elliott, Thomas E.—Private in Norfolk Light Art. Blues.
Everett, J. C.—Lieutenant in charge of Conscript Dept.
Edwards, Oscar E.—Special messenger ordnance dept.
Etheridge, O. M.—Private in Co. F, 15th Va. Cav.
Ellison, W. A.—Private in Co. B, 6th Va. Inf.
Edmonds, L. R.—Private in Co. C, 61st Va. Inf.
Eanes, John—Private in Co. B, 9th Va. Inf.
Ellis, W. B.—Private in Co. K, 12th Va. Inf.
Etheridge, S. A.—Private in Co. F, 41st Va. Inf.
Elam, Thomas G.—Private in Co. E, 14th Va. Inf.

F.

Flowers, Joseph W.—Private in Co. H, 11th Va. Inf.
Foster, William E.—Major and ordnance officer.
Fisher, Laban J.—Private in 15th Va. Cav.
Freeman, Virginius—Chief engineer in C. S. Navy.
Freeman, Robert—Private in 6th Va. Inf.
Freeman, Arthur C.—Private in Signal Corps.
Freeman, E. B.—Private in Co. A, 7th Tenn. Cav.
Fentress, Hillary—Private in Co. C, 6th Va. Inf.
Fitz, Newton—Private in Engineer Service.
Face, William H.—Boatswain in C. S. Navy.
Foreman, L. J.—Seaman in C. S. Navy.
Fatherly, M. W.—Captain of Co. C, 5th N. C. Inf.
Foster, T. Stanard—Courier and Dept. of Reserves.
Flournoy, Samuel—First lieutenant in Co. K, 6th Va. Inf.
Fulgham, J. H.—Orderly sergeant in Co. C, 13th Va. Cav.
Frost, W. H.—Private in Co. C, 6th Va. Inf.
Farmer, James A.—Master blacksmith in C. S. Navy.
Foreman, Cary—Private in Co. A, 61st Va. Inf.
Ferguson, George S.—Private in Norfolk Light Art. Blues.
Ferrall, John B.—Private in Co. A, 14th Va. Inf.
Ford, Royall—Private in Courtney Art.
Ferguson, R. R.—Captain of Co. K, 53d Va. Inf.

G.

Gwaltney, Richard H.—Private in Norfolk Light Art. Blues.
Glennan, M.—Quartermaster sergeant in 36th N. C. Inf.
Gornto, George R.—Private in Co. G, 15th Va. Cav.
Graves, William A.—C. S. Navy.
Greenwood, Fred.—1st Co. Signal Corps.
Guy, E. E.—Engineer Dept., Charlotte, N. C.
Goode, John—Private in Co. A, 2d Va. Cav., captain on General Early's staff.
Gary, S. Wentworth—Lieutenant in Co. A, 3d Va. Inf.
Grimes, J. M.—Private in 9th Va. Inf.
Gilmer, James W.—Lieutenant in Norfolk Light Art. Blues.
Gale, J. D.—1st lieutenant in Co. D, Richardson's Battery—Art.
Garnett, T. S., Jr.—A. D. C. to Maj.-Gen. J. E. B. Stuart.
Gillis, John—Sergeant in United Art.
Griswold, A. C.—Private in United Art.
Graham, T. B.—Private in Co. I, 5th Va. Cav.
Green, John Shackleford—Lieutenant-colonel in 6th Va. Cav.
Grandy, A. W.—Private in Co. B, 61st Va. Inf.
Groner, V. D.—Colonel in 61st Va. Inf.
Gillespie, J. F.—Private in Co. A, 48th Va. Inf.
Goodrich, A. J.—Private in Norfolk Light Art. Blues.
Grandy, C. W.—Major and A. Q. M., Johnston's Army.
Goode, Robert W.—Private in Co. G, 1st Va. Cav.
Graves, William C.—Private in Co. D, 3d Va. Cav.
Gordon, J. D.—Private in Co. H, 6th Va. Inf.
Gibbs, John M.—Captain of schooner "North Wind," Lighthouse service.
Graham, John B.—Private in Co. I, 38th Va. Inf.
Gornto, W. T.—Private in Co. C, 5th Va. Cav.
Godfrey, William J.—Private in Co. C, 38th Va. Inf.
Gauntt, A. W.—Captain of Co. C, 19th Va. Inf.
Gilbert, Timothy—Private in 15th Va. Cav.
Grey, Thaddeus S.—Master's mate in C. S. Navy.
Gamage, John O.—Private in Norfolk Light Art. Blues.
Godwin, E. S.—Private in Co. C, 6th Va. Inf.

H.

Henry, E. M.—Captain of Co. A, 9th Va. Cav.
Hill, C. W.—Private in Co. G, 6th Va. Inf.
Hamilton, James—Private in Young's Harbor Guard—Art.
Hall, John P.—Private in Huger's Battery—Art.
Hudson, J. J.—Corporal in Lunenburg Art.
Hudgins, J. M.—Captain and A. C. S.
Hodges, Samuel—Private in Norfolk Light Art. Blues.



Confederate Monument, Portsmouth, Va.



Confederate Monument, Norfolk, Va.

Copyrighted 1899 by the Couper Marble Works.

Hayes, Joseph—Private in Co. B, 5th N. C. Troops.
Henderson, T. B.—Lieutenant 3d N. C. Cav.
Henderson, Thomas W.—Courier Headquarters, A. N. V.
Harris, William—Private in Co. H, 12th Va. Inf.
Harris, William H.—Private in Co. D, Huger's Battery—Art.
Hunter, J. Frank—Private in Norfolk Light Art. Blues.
Hudgins, Humphrey—Armistead's Battery—Art.
Horbach, J. P.—Major and quartermaster.
Holladay, William J.—Private in Co. A, 19th Va. Battalion—Art.
Hodges, S. T.—Private in Co. I, 15th Va. Cav.
Humphreys, David—Captain of Co. C, 7th Va. Cav.
Hudgins, William R.—Private in Co. G, 6th Va. Inf.
Harrison, Heartwell B.—Private in Co. E, 12th Va. Inf.
Holmes, W. H.—Private in Norfolk Light Art. Blues.
Holt, L. D.—Private in Co. H, 13th Va. Cav.
Holt, Thomas J.—Private in Co. F, 6th Va. Inf.
Hall, Joseph Henry—Private in 41st Va. Battalion Inf.
Hill, Joseph S.—Private in Co. A, 6th Va. Inf.
Hoggard, Horatio C.—Private in Co. I, 15th Va. Inf.
Howell, H. A.—Private in Co. H, 2d N. C. Troops.
Herbert, A. T.—Sergeant in Co. I, 5th Va. Cav.
Hunter, Wallace W.—Quartermaster sergeant in 8th N. C. Inf.
Hargrove, John T.—Corporal in Co. E, 15th Va. Cav.
Harwood, John L.—Private in Co. H, 32d Va. Inf.
Hannah, William M.—Private in Staunton Hill Art.
Hudgins, William E.—1st lieutenant in C. S. Navy.
Hudgins, Moses—Private in Co. G, 16th Va. Inf.
Huestes, B. H.—Private in Co. E, 32d Va. Inf.
Hope, James Barron—A. Q. M. in Smith's Battery—Art., and War Dept.
Hudgins, Lewis M.—Lieutenant 3d N. C. Cav.
Hayes, B. T.—Private in Co. A, 3d Va. Inf.
Hendren, J. Hardy—Captain of Artillery.
Hodges, John H.—Private in Norfolk Light Art. Blues.
Henry, John B.—Private in Co. A, 1st Va. Engineers.
Hill, John T.—Sergeant in Co. G, 6th Va. Inf.
Holt, Xenophon—Private in Co. D, 16th Va. Inf.
Hart, Edward D.—Corporal in Co. D, 41st Va. Inf.
Harrison, B. F.—Corporal in Co. F, 41st Va. Inf.
Henry, Nathaniel—Chief engineer in Quartermaster's Dept., C. S. Navy.
Hughes, Thomas N.—Private in Co. I, 10th Va. Cav.
Hancock, R. J.—Sergeant in Co. I, 6th Va. Inf.
Hart, Alexander—Major in Wheat's La. Battalion.
Hobbs, George W.—Sergeant in Co. A, Naval Battalion.

I.

Irvine, Walter F.—Orderly sergeant in La. Guard—Art.
Ishon, George C.—Private in Co. C, 6th Va. Inf.
I'Anson, Vernon—Private in Reserves, C. S. Army.
Ironmonger, Lemuel L.—Sergeant in Co. H, 6th Va. Inf.
Ives, Luther C.—Private in Co. I, 15th Va. Cav.
Iredell, C. J.—Captain in Co. E, 1st N. C. Inf.
Irvine, Jesse B.—Private in McGregor's Battery—Art.

J.

Jackson, T. B.—Lieutenant of Co. C, 3d Va. Inf.
Jarvis, William R.—C. S. Navy.
Joyner, R. W.—Captain of Co. E, 27th N. C. Inf.
Johns, Vensy—Major and A. Q. M.
Johnson, E. R.—Gunner in C. S. Navy.
James, Robert T.—Private in Co. D, Huger's Battery—Art.
Johnson, Joshua C.—Private in Co. F, 3d Va. Inf.
Jenkins, John W.—Sergeant in Co. B, 9th Va. Inf.
Joynes, Curtis T.—Private in Norfolk Light Art. Blues.
Jacobs, Richard T.—Orderly sergeant in Co. L, 10th Va. Inf.
Jordan, Joseph C.—Private in Co. D, Richardson's Battalion Art.
Jones, R. Henry—Private in Norfolk Light Art. Blues.
Jones, Caius J.—Sergeant in Co. I, 3d Va. Cav.
Johnston, George W.—Private in Co. K, 15th Va. Cav.
James, Henry W.—Private in Norfolk Light Art. Blues.
Johnson, John T.—Captain of Co. A, Chambliss Regt. Cav.
Jones, William M.—Captain and A. Q. M.
Jett, Jetson—Captain of Co. E, 61st Va. Inf.
Joynes, Thomas C.—Private in Co. B, 18th Battalion Va. Inf.
James, John F.—Private in Co. F, 6th Va. Inf.
James, R. W.—Sergeant in Co. I, 1st Va. Inf.
Jones, Hillary P.—Colonel 4th Corps Art., A. N. V.
James, Charles E.—Private in Co. I, Signal Corps.

K.

Kevill, Thomas—Captain of United Art.
Keeling, George H.—Private in Co. K, 15th Va. Cav.
Keeling, J. Milner—Private in 5th Va. Cav.
Keeling, Robert S.—Private in Co. I, 15th Va. Cav.
Keeling, Thomas W.—Quartermaster sergeant in 6th Va. Inf.
Kevill, John P.—Private in United Art.
Kennedy, Joseph A.—Lieutenant in Co. A, 11th Va. Inf.
Kirk, Richard—Private in 18th Battalion Art.
King, Joseph—Private in Co. G, 6th Va. Inf.
Kendall, George E.—Gunner in Battery D, Lynchburg Art.
Keeling, Melville C.—Corporal in Norfolk Light Art. Blues.
King, J. Barry—Captain and A. Q. M., Lightfoot's Battalion.
Keeling, John P.—Private in Co. F, 6th Va. Inf.
King, Warrington C.—Private in Norfolk Light Art. Blues.
Keelin, John E.—Sergeant in Norfolk Light Art. Blues.
Kennedy, Charles H.—Commander of C. S. Navy.

L.

Lee, Paul H. S.—Private in Co. D, 3d Ala. Cav.
LeFaucheur, Louis J.—Signal Service Dept.
Lee, Charles C.—Private in Co. D, Huger's Battery—Art.
Ludlow, John R.—Captain of Co. D, 6th Va. Inf.
Leigh, James Y.—Major and Q. M., Clark's Battalion.
Lowery, Thomas—Private in Co. D, 6th Va. Inf.
Loyall, Benjamin P.—Commander of C. S. Navy.
Lowe, John Z.—Private in Co. E, 41st Va. Battalion Inf.
Lee, T. J.—Private in Co. G, 38th Va. Inf.
Land, L. W. T.—Private in Co. F, 6th Va. Inf.

Lovitt, David R.—Private in Co. A, 6th Va. Inf.
Lassiter, Thomas J.—Private; detached on mail service.
Lawrence, David R.—Private in Co. B, 6th Va. Inf.
Lacy, Rev. W. S.—Chaplain of 47th N. C. Troops.
Little, James—Private in Provost Marshal Dept. and Ambulance Corps.
Lee, James W.—Private in Co. E, 12th Va. Inf.
Lewellen, J. Richard—Lieutenant-colonel of 12th Va. Inf.
Lockwood, J. B.—Private in Co. H, 6th Va. Inf.
Loyall, George—A. Q. M. Trans. Miss. Dept.
Lee, W. J.—Private in Co. I, 13th Va. Inf.
Lee, E. E.—Private in Co. I, 13th Va. Inf.
Lamb, William—Colonel.

M.

McFall, C. J.—Private in Co. D, 28th Va. Inf.
McCourt, Charles A.—Private in Co. G, 6th Va. Inf.
Manning, George W.—Private in Co. A, 15th Va. Inf.
Moore, John H.—Private in Co. G, 16th Va. Inf.
Minson, William F.—Signal quartermaster, C. S. Navy.
Martin, J. B.—Captain of La. Regt. Regulars Inf.
Mullen, John—Colonel of 19th Miss. Inf.
Milligan, James F.—Major of Independent Signal Corps,
Marsden, B. A.—2nd lieutenant 1st Battalion Va. Regulars.
McCarrick, James W.—12th Va. Inf., and master C. S. Navy.
Morris, James—Private in Co. G, 16th Va. Inf.
Moore, John W.—2nd sergeant in Co. B, 6th Va. Inf.
McLean, John A.—Private in Co. E, 61st Va. Inf.
Miller, Miles S.—Private in Co. K, 5th Va. Cav.
Macon, E. B.—Private in Co. F, 6th Va. Inf.
McKay, Hugh—Corporal in Co. A, 20th La. Inf. and C. S. Navy.
March, A. B.—Private in Co. D, 61st Va. Inf.
Morris, David P.—Private in Norfolk Light Art. Blues.
Myers, A.—Major and commissary.
Mulcahy, M.—Master of roads.
Modlin, James Alfred—Private in Co. H, 1st N. C. Inf.
McCoy, Joseph—Private in Co. D, 6th Va. Inf.
Marshall, J. H.—Private in Co. F, 3rd N. C. Inf.
McCurdy, T. B.—1st lieutenant in Thomas Art.
Mowle, Jacob—Private in United Art.
Moore, Theo. L.—Private in Co. K, 15th Va. Cav.
Montgomery, F. P.—Private in Co. F, N. C. Inf.
Morris, Frank—Private in Co. I, 13th Va. Cav.
Morse, C. W.—Corporal in Co. I, 68th N. C. Cav.
Moore, John W.—Private in Co. A, 6th Va. Inf.
Mann, Earnest J.—1st lieutenant in Co. I, 6th Va. Inf.
Moore, Henry V.—Lieutenant in Norfolk Light Art. Blues.
McCourt, John A.—Private in 18th Va. Battalion Art.
Morris, John Jesse—Lieutenant and ordnance officer in Norfolk Light Art. Blues.
Marable, William H.—Private in Signal Corps.
Moore, John W.—Private in Norfolk Light Art. Blues.
Mears, Oswald B.—Orderly sergeant in Co. C, 15th Va. Cav.
Mercer, Alfonso—Private in Co. G, 5th Va. Cav.
Mars, John H.—Private in United Art.
Martin, W. B.—Cadet, Virginia Military Institute.
McRorie, John—Lieutenant and drill master.
Murden, David F.—Private in Co. F, 15th Va. Cav.

N.

Nash, C. A.—Lieutenant in Co. A, 61st Va. Inf.
Nottingham, Thomas J.—Private in Navy Battalion.
Nash, Dr. Herbert M.—Chief surgeon in 3rd Corps Art.
Nottingham, F. E.—Corporal in Co. E, 19th Va. Battalion Inf.
Neal, John B.—Major of 1st N. C. Cav.

O.

Orr, Henry E.—Captain of Co. H, 61st Va. Inf.
Old, William W.—Captain on Gen. Ed. Johnston's staff.
Osborne, N. M.—1st lieutenant Artillery.
Orgain, John G.—Captain of Co. C, 18th Va. Battalion Art.
Outten, E. A.—Sergeant in Co. F, 15th Va. Cav.
Oliver, Charles B.—Lieutenant of C. S. Navy.

P.

Pfeil, August—Sergeant in Co. E, 6th La. Inf.
Pearce, Edward—Boatswain's mate in C. S. Navy.
Pettitt, Robert W.—Railroad duty, 1861; private in C. S. Navy, 1863.
Pickett, Charles—Major and adjutant-general in General Pickett's Div.
Phillips, James Jasper—Colonel of 9th Va. Inf.
Pearce, Frank—Private in 13th Va. Cav.
Powell, E. T.—Quartermaster's clerk, 5th Va. Cav.
Parker, James F.—Private in Co. A, 19th Va. Battalion Inf.
Parker, G. T.—Private in United Art.
Parks, Marshall—Va. Provisional Service, Captain of post and commissioner for establishing North Carolina Navy.
Pepper, William T.—Private in 21st Va. Inf.
Puller, Samuel D.—Captain of Co. A, 5th Va. Cav.
Phillips, Samuel C.—Private in Young's Harbor Guards—Art.
Payne, Walter T.—Private in 44th Va. Battalion Inf.
Powell, Albert—Private in Co. C, 61st Va. Inf.
Page, R. L.—Commodore of C. S. Navy.
Pegram, R. B.—Commander of C. S. Navy.
Pitt, William Peter—Private in United Art.
Pollard, B. G.—Private in Richmond Howitzers—Art.
Perry, Oliver H.—Sergeant in Co. B, 1st Md. Cav.
Pond, W. H.—Private in Artillery.
Powell, J. R.—1st lieutenant in 3rd N. C. Battalion Art.
Pifer, A. W.—Captain of Co. A, 39th Battalion Scouts.
Pumpfrey, Lemuel—Sergeant in Co. C, 6th Va. Inf.

R.

Royster, Lawrence—Cadet, Virginia Military Institute.
Rogers, George T.—Colonel of 6th Va. Inf.
Reid, C. C.—Private in Co. A, Smith's Battalion Art.
Riddle, Charles—Private in 1st Md. Battery—Art.

Rosson, John A.—Private in Co. A, Mosby's Command.
Richardson, B. A.—Private in Smith's Battalion Art.
Rogers, Crawford S.—Private in Norfolk Light Art. Blues.
Rainey, William H.—Private in 6th Va. Inf.
Rowland, Thomas B.—Quartermaster's Department.
Roberts, John B.—Private in Norfolk Light Art. Blues.
Robertson, J. E.—Private in Ransom's Brigade, N. C. Troops.
Royster, W. B.—Private in Ransom's Brigade, N. C. Troops.
Robinson, L. D.—Private in Co. F, 15th Va. Cav.
Roberts, Henry.—Captain C. S. Navy.
Ruffin, T. B.—Corporal, Co. B, 12th Va. Inf.
Rogers, Theo. F.—Private Norfolk Light Artillery Blues.
Russell, Thomas H.—Private Co. F, 5th Va. Cav.
Rogers, William F.—Captain Revenue Marine.
Rawlins, William—Private United Art.
Reid, J. T. S.—Lieutenant of Ordnance.
Roberts, Wingfield M.—Private Co. K, 61st Va. Inf.
Rose, J. H.—Private Co. H, 12th Va. Inf.
Revell, George A.—Private Co. G, 9th Va. Inf.
Rickhow, William—Paymaster's clerk, C. S. Navy.
Reynolds, William D.—Captain, Quartermaster's Dept.
Reynolds, Henry S.—Captain and A. C. S.
Rawley, John W.—Major and A. Q. M.
Rew, W. W.—2nd lieutenant Co. H, 61st Va. Inf.
Reid, George C.—Captain and A. Q. M.
Randolph, Robert G.—Private Co. H, 12th Va. Inf.
Riddick, R. E.—Private Co. A, Lee's Local Defenders.
Roberts, John A.—Private Co. D, 12th Va. Inf.
Rawlins, W. M.—Sergeant Co. B, 39th Va. Battalion Inf.
Randolph, Rt. Rev. A. M.—Chaplain, C. S. Army.

S.

Smith, A. Meade—Major and C. S., Gen. Rosser's Brigade Cav.
Small, N. W.—Captain in Signal Corps.
Simmons, B. F.—Lieutenant in Co. B, 8th N. C. Regt.
Swann, C. M.—Private in Co. A, 5th Va. Cav.
Savage, Thomas O.—Private in Co. B, 19th Va. Battalion Art.
Sykes, N. W.—Private in Co. F, 15th Va. Cav.
Smith, Herbert L.—Private in Co. K, 5th Va. Cav.
Sharp, Walter—Ordnance clerk, special service.
Sykes, John J.—Sergeant in Co. F, 6th Va. Inf.
Simpson, Joseph—Private in Co. B, 8th N. C. Regt.
Smith, John W.—Sergeant in Co. B, 18th Va. Battalion Inf.
Salomonsky, Joseph—Corporal in Co. F, 4th Ga. Inf.
Smith, Frank M.—Private in Co. E, 5th Texas Inf.
Sharp, John H.—Private in Otey's Battery—Art.
Saunders, John C.—Corporal in Signal Corps.
Smith, Richard—Private in Co. B, 61st Va. Inf.
Smiley, Walter F.—Private in Huger's Battery—Art.
Serpell, G. M.—Corporal in Co. B, 1st Md. Cav.
Shepherd, John C.—Private in Co. I, 15th Va. Cav.
Solomon, E. M.—Musician in United Art.
Sivills, E. H.—Private in Co. A, 61st Va. Inf.
Smoot, T. D.—Private in Pendleton's Art.
Simonds, George—Private in Co. H, 12th Va. Inf.
Scott, James E.—Private in Co. I, 15th Va. Cav.
Sutton, W. T.—Surgeon in Hoke's Brigade.
Starke, Lucien D.—Captain and A. C. S.; and Act. Insp. Gen. Martin's Brigade.
Savage, Alexander—Colonel in 13th Va. Cav.
Shepherd, William H.—Sergeant in Co. B, 19th Va. Inf.
Scultalus, George—Private in United Art.
Selden, William—Surgeon in C. S. Army.
Stubbs, William S.—Private in Co. H, 6th Va. Inf.
Saunders, Allen—Private in Ordnance Department.
Stevens, R. H.—Private in Cutt's Battalion—Art.
Spruil, Joseph G.—Private in Co. K, 3d N. C. Cav.
Smith, R. Worthy—Private in 5th and 15th Va. Cav.
Steen, John—Private in Smith's Battalion—Art.
Sharp, Charles—Private in United Art.
Smith, James Marsden—Private in Co. C, Mosby's command.
Southgate, F. M.—Master in C. S. Navy.
Senaca, J. L.—Private Co. I, 6th Va. Inf.
Slade, Alexander—Sergeant in Co. F, 16th Va. Inf.
Starr, Rev. Dr. William G.—Chaplain in 47th Ala. Inf.
Smith, F. M.—Corporal in Co. A, 12th Va. Inf.
Sullivan, W. J.—3rd sergeant in Co. F, 3rd Va. Inf.

T.

Tarrall, H. A.—Private in Co. C, 6th Va. Inf.
Todd, George M.—Private in Co. A, 6th Va. Inf.
Topham, Frank—C. S. Navy.
Taylor, Washington—Lieutenant and adjutant in Scott's Battalion Inf.
Turner, James E.—Pilot in James River Squadron.
Thomas, J. W., Jr.—Lieutenant in Artillery Corps.
Taylor, Walter H.—Colonel and adjutant-general.
Tebault, B. F.—Treasury Dept. and assistant to secretary.
Turner, Daniel J., Jr.—Independent Signal Corps and Scouts.
Taylor, W. A. S.—Adjutant in 61st Va. Inf.
Tucker, Rev. B. D.—Otey's Battery, 13th Va. Art.
Taylor, Richard C.—Major of Artillery.
Thompson, Joseph—Private in Co. I, 61st Va. Inf.
Taft, Peter—C. S. Navy.
Taylor, James M.—Private in Co. D, 6th Va. Inf.
Turner, Henry L.—Private in Young's Harbor Guards—Art.
Taylor, William E.—Private in Norfolk Light Art. Blues
Tunstall, Dr. Alexander—Adjutant in 6th Va. Inf.
Taylor, John M.—Private in Garrett's Battalion Art.
Tredwell, Adam—Captain, assistant P. M., staff of commissioners.
Turner, Robert G.—C. S. Navy, steamer "Virginia."
Tabb, Dr. R. B.—Druggist and assistant physician, Chimborazo Hospital.
Taylor, Robert B.—Major in 6th Va. Inf.
Todd, Westwood A.—Lieutenant and ordnance officer, Weisiger's Brigade.
Turner, Benjamin—Private in Co. F, 10th Ala. Inf.
Thompson, William E.—Private in Co. K, 5th Va. Cav.
Thomas, Benton D.—Private in Lightfoot's Battalion Art.

Trower, John R.—Master in C. S. Navy.
Thompson, Tazewell—Major and commissary.
Taylor, John C.—Staff of General Mahone.
Terrant, F. M.
Todd, Henry S.—Lieutenant and adjutant.
Tatem, N. C.—Private in Co. F, 41st Va. Inf.
Turner, E. L.—Private in Co. F, 13th Va. Cav.
Topham, Frank—Private in C. S. Navy.

U.

Upsher, Caleb L.—Lieutenant in Co. F., 9th Va. Inf.

V.

Vesey, William J.—Private in Co. B, 13th Va. Cav.
Vermillion, John—1st lieutenant in Co. I, 9th Va. Inf.
Vellines, M. J.—1st sergeant in Co. E, 9th Va. Inf.
Vaughan, John N.—Private in Taylor's Cav.
Vaughan, R. Frank—Sergeant in Norfolk Light Art. Blues.

W.

Walke, Dr. Frank A.—Surgeon in 46th Va. Inf.
Wilbern, William G.—Lieutenant in Co. H, 6th Va. Inf.
Wilson, George W.—Private in Co. K, 13th Va. Cav.
Windsor, C. H.—2nd Co., Independent Signal Corps.
Walker, James H.—1st sergeant in Co. K, 9th Va. Inf.
Whitehurst, James Howard—Orderly sergeant in Co. G, 16th Va. Inf.
Worthington, H. L.—Private in Co. C, 19th N. C. Regt.
Wilkinson, James—Private in Norfolk Light Art. Blues.
Ward, B. F.—Sergeant in Young's Harbor Guard—Art.
Walters, James B.—Private in Co. C, 16th Va. Inf.
Walke, W. Talbot—Adjutant in 39th Va. Cav.
Walke, Richard—Captain and A. A. and inspector general in 3rd Corps—Art.
Woodhouse, H. C.—1st lieutenant in Co. H, 12th Va. Inf.
Woodhouse, John T.—Major in 16th Va. Inf.
Webster, W. W.—Jeffer's Battery—Art.
Wrenn, John W. H.—Captain of Co. B, 3rd Va. Inf.
Williams, Theo. A.—Lieutenant, commanding Co. K, 6th Va. Inf.
Woodley, Joseph R.—1st lieutenant in Signal Corps.
White, A. A.—Private in Signal Service and clerk in Engineer's Department.
Walke, A. H.—Private in Co. K, 15th Va. Cav.
Warren, James E.—Private in Co. C, 61st Va. Inf.
Williams, John N.—Private in 61st Va. Inf. and 1st Co. Richmond Howitzers—Art.
Wingfield, R. C. M.—Private in Norfolk Light Art. Blues.
White, E. V.—Sergeant in 2nd Ga. Battalion Inf. and engineer in C. S. Navy.
Webber, John S.—Sergeant in Co. A, 38th Va. Battalion Art.
Woodhouse, G. H. H.—Private in Co. F. 6th Va. Inf.
Whitehurst, S. T.—Private in Norfolk Light Art. Blues.
Williams, H. W.—Sergeant in Co. G, 43rd Battalion Va. Cav.
White, Ryland C.—Private in Co. B, 61st Va. Inf.
Watts, John Thomas—Private in Alexander's Battalion Art.
Williamson, John T.—Private in Co. H, 12th Va. Inf.
White, W. J.—Private in Co. H, 12th Va. Inf.
Wilson, William A.—2nd lieutenant in Co. F, 27th N. C. Inf.
Wright, Henry X.—Chief engineer in C. S. Navy.
Wright, Joseph Alonzo—Private in Co. C, 6th Va. Inf.
Wright, W. A.—Ordnance sergeant in Co. A, 1st N. C. Inf.
Whitehurst, James Henry—Private in Co. I, 38th Va. Inf.
Watters, James H.—Sergeant in Norfolk Light Art. Blues.
Whitehurst, F. M.—1st lieutenant, commanding Co. F, 6th Va. Inf.
Walton, Dr. Richard P.—Surgeon in C. S. Army.
Woodhouse, William W.—Electrician at headquarters, Mosby's command.
White, William H.—Drill master of Virginia Military Institute Cadets.
Walton, Joseph A.—Private in Co. K, 9th Va. Inf.; and Independent Signal Corps and Scouts.
Weaver, Samuel W.—Captain Co. D, 9th Va. Inf.
Williams, W. Wallace—Sergeant in Co. K, 9th Va. Inf.
Ward, Dr. Thomas B.—Surgeon in Weisiger's Brigade.
Wynn, B. F.—Private in Co. C, 6th Va. Inf.
Worthington, Dr. R. H.—Assistant surgeon in C. S. Navy.
Warren, T. S.—Adutant in 51st Va. Inf.
Wedden, Charles S.—Quartermaster sergeant in Co. D, 7th N. C. Inf.
Webster, R. T.—Quartermaster sergeant in Lightfoot's Art.
Walters, John—Private in Norfolk Light Art. Blues.
Worrell, Edward W.—Sergeant in Co. C, 16th N. C. Cav.
Wrenn, Rev. Virginius—Private in Marshall's Battery—Art.
Whitworth, John S.—Captain of Co. I, 6th Va. Inf.
West, William A.—Commissary Sergeant in 61st Va. Inf.
West, John T.—Captain of Co. A, 61st Va. Inf.
West, LeRoy McC.—Corporal in Co. A., 61st Va. Inf.
Wallace, John G.—Captain of Co. C, 61st Va. Inf.
Winborne, E. J.—Private in Co. A, 16th Va. Inf.
White, A. L.—Private in Co. K, 1st S. C. Inf.
Whitehurst, James H.—Private in Co. B, 6th Va. Inf.
White, E. P.—Commissary sergeant in Co. I, 14th Va. Inf.
Williams, R. H.—Sergeant in Co. H, 26th Va. Inf.
Webb, Robert W.—Orderly sergeant in 32nd N. C. Inf.
Whittle, William C.—Lieutenant in C. S. Navy.
Wilson, Charles W.—Captain of Company A, 6th Va. Inf.
Walker, T. D.—Private in Co. G, 4th N. C. Cav.
Warden, K.—Private in Co. F, 15th Va. Cav.

Y.

Young, Walter J.—Orderly sergeant in Young's Harbor Guard—Art.
Young, N. F.—Private in Otey's Battery, 13th Va. Battalion Art.
Yeatman, C. E.—Lieutenant in C. S. Navy.

Stonewall Camp, Portsmouth.

Ex-Confederates of Norfolk County and Portsmouth assembled at the Council Chamber on the 9th of April, 1884, to organize a Confederate camp. Capt. V. O. Cassell was elected first commander. On the 16th of July, 1884, the association adopted the name of Stonewall Camp, Confederate Veterans.

The objects of this organization are to cultivate, preserve and strengthen those kind and fraternal feelings, which bind together those who honorably served in the army and navy of the Confederate States; to perpetuate the memory and history of the dead; to assist such former comrades in arms as need help and protection; and to extend needful aid to the widows and orphans of those who have fallen.

ROLL OF COMRADES.

A.

Allen, Henry A.—Captain of Co. K, 9th Va. Inf.
Allen, Mathew W.—Private in Grimes' Battery—Art.
Archer, James H.—Drummer in Co. B., 3rd Va. Inf.
Ashton, R. Newton—Private in Co. K, 5th Va. Cav.
Ashton, John C.—Private in Norfolk Light Art. Blues.
Arrington, James E.—Private in 3rd Va. Inf.
Ash, John W.—Sergeant in Grimes' Battery—Art.

B.

Baird, J. Thompson—Lieutenant in Co. C, 16th Va. Inf.
Ballentine, D. W.—Sergeant in Co. G, 9th Va. Inf.
Barlow, T. J.—Quartermaster sergeant in Co. C, 31st Va. Inf.
Banty, N. J.—Private in Co. G, 61st Va. Inf.
Barber, George W.—Private in Co. D, 61st Va. Inf.
Beaton, John W.—Captain of Co. H, 41st Va. Inf.
Benson, F. R.—Private in Co. K, 9th Va. Inf.
Bilisoly, J. J.—1st lieutenant in Co. D, 61st Va. Inf.
Bilisoly, J. L.—Hospital steward in Co. K, 9th Va. Inf.
Bland, George W.—Private in Co. D, 9th Va. Inf.
Bourke, Joseph B.—Private in Co. G, 9th Va. Inf.
Browne, S. Y.—Hospital steward in Co. K, 9th Va. Inf.
Brown, E. H.—Engineer in C. S. Navy.
Brown, H. C.—Private in Naval Brigade.
Brooks, E. K.—Private in Co. K, 9th Va. Inf.
Bunting, J. W.—Private in Co. A, Heavy Art.
Butt, Channing M.—Private in Signal Corps.
Butts, D. G. C.—Cadet in Virginia Military Institute.
Bohannan, Churchill—Private in Grimes' Battery—Art.
Bendall, F. M.—Private in Co. I, 12th Va. Inf.
Backus, W. T.—Private in Co. I, 13th Va. Cav.
Bartee, T. B.—Sergeant in Co. A, 3rd Va. Inf.
Brown, B. J.—Lieutenant in 85th N. C. Inf.
Butt, Dr. H. F.—Brigade surgeon, N. C. Inf.
Beaton, James H.—Private in Co. I, 61st N. C. Inf.
Barrett, T. S.—Private in Ordnance Dept.
Bailey, Thomas A.—Private in Co. D, 9th Va. Inf.
Butt, Walter R.—Lieutenant in C. S. Navy.
Brownly, Jos. J.—Private in Co. C, 16th Va. Inf.
Bunting, L. D.—Private in Co. C, 13th Va. Cav.
Binford, James M.—Captain of Co. C, 23rd Va. Cav.
Brown, James W.—Private in Norfolk Light Art. Blues.
Barrett, S. H.—Private in Co. H., 3rd Va. Inf.

C.

Carty, F. W.—2nd sergeant in Co. D, 6th Va. Inf.
Crismond, John W.—Private in Grimes' Battery—Art.
Crismond, James P.—Private in Co. K, 9th Va. Inf.
Cherry, W. H.—Private in Grimes' Battery—Art.
Cowper, Clarence—Private in Co. C, 16th Va. Inf.
Cooke, W. G.—Private in Local Forces 4th Battalion.
Collonna, John W.—Private in Armistead's Battery—Art.
Crocker, James F.—Adjutant in 9th Va. Inf.
Charlton, L. W.—Corporal in Co. E, 61st Va. Inf.
Capps, F. M.—Private in Co. I, 13th Va. Cav.
Cutherell, Arthur—Private in Co. B, 3rd Va. Inf.
Colbourn, A. A.—Private in Co. F, 46th Va. Inf.
Culpepper, A. T.—1st lieutenant of Commissary Dept.
Cherry, James—Private in Grimes' Battery—Art.
Cooke, John K.—Captain and major; agent C. S. Army.
Cutherell, W. H.—Private in Grimes' Battery—Art.
Curlin, M. W.—Major in Naval Forces.
Collins, W. B.—Quartermaster sergeant in Co. K, 9th Va. Inf.
Cooke, W. S.—2nd lieutenant in Co. H, 3d Va. Inf.
Cassell, V. O.—Captain of Co. D, 61st Va. Inf.
Cooke, A. M.—Private in Co. H, 61st Va. Inf.

D.

Dunn, J. Thomas—Private in Co. F, 41st Va. Inf.
Dunn, W. H.—Private in Grandy's Battery—Art.
Denby, Joshua—Private in Co. D, 61st Va. Inf.
Dewberry, W. T.—Private in Co. E, 61st Va. Inf.
DeGarybody, I.—Private in Co. F, 3rd Va. Inf.
Drewery, B. J.—Private in Co. F, 32nd Va. Inf
Drewery, J. T.—Private in Southamton Lee Art.
Diggs, C. C.—Private in Co. A, 3rd Va. Inf.
Deans, Robert E.—Private in Co. H, 3rd Va. Inf.
Dashields, T. J.—Sergeant in Co. K, 9th Va. Inf.
Dunford, V. H.—Private in Co. I, 41st Va. Inf
Darden, H. K.—Private in Co. A, 16th Va. Inf.
DeLausans, William—Private in 56th N. C. Inf.
Dwyer, Thomas K.—Engineer in C. S. Navy.
Dunn, J. R.—Private in Co. G, 9th Va. Inf.
Denby, James E.—Private in Co. D, 61st Va. Inf.
Dillon, James E.—Sergeant in Grimes' Battery—Art.
Deans, T. H.—Private in Co. H, 3rd Va. Inf.
Deans, John E.—Captain of Co. H, 3rd Va. Inf.
Dashields, J. J.—Private in Co. A, 16th Va. Inf.

E.

Edwards, Griffin E.—Adjutant in 61st Va. Inf.

Edwards, William T.—Private in Co. G, 9th Va. Inf.
Edwards, O. H.—Corporal in Co. G, 9th Va. Inf.
Edwards, L. B.—Private in Co. G, 3rd Va. Inf.
Edmonds, W. C.—Private in Co. F, 41st Va. Inf.
Emmerson, William—Private in Co. C, 16th Va. Inf.
Eckert, C. H.—Private in Co. B, 1st Md. Cav.

F.

Foreman, W. N.—Private in Co. K, 9th Va. Inf.
Foreman, John E.—Private in Co. E, 61st Va. Inf.
Fendley, J. W.—Private in Co. G, 9th Va. Inf.
Fiske, W. A.—Private in Co. B, 3rd Va. Inf.
Fulford, J. C.—Lieutenant in Co. H, 3rd Va. Inf.
Fauny, Robert—Private in Co. F, 3rd Va. Inf.
Freeman, Thomas E.—Private in Co. C, 24th Va. Cav.
Ford, William H.—Private in Upshaw's Cav.
Flanagan, E. J.—Private in Co. D, 61st Va. Inf.
Frazier, R. R.—Lieutenant in 32nd Va. Inf.

G.

Gaskins, J. R.—Private in Co. F, 3rd Va. Cav.
Gleason, Thomas H.—Lieutenant in Co. H, 3rd Va. Inf.
Godwin, L. C.—Private in Signal Corps.
Godwin, C. W.—Private in Co. C, 16th Va. Inf.
Goodwin, J. M.—Private in 13th Va. Cav.
Gosney, B. F.—Private in Co. B, 5th Va. Cav.
Griffin, K. R.—Lieutenant in Crutchfield's Brigade.
Guy, H. C.—1st lieutenant in 54th Regt. of militia; trans. to Naval Brigade.
Gwynn, G. W.—Private in Co. I, 3rd Va. Inf.
Gayle, N. G.—C. S. Navy.
Gayle, L. C.—Sergeant in Co. G, 9th Va. Inf.
Grice, A. P.—Lieutenant in Quartermaster's Dept.
Gay, H. B.—Private in Co. H, 3rd Va. Inf.
Guthrie, B. W.—Master in C. S. Navy.
Gaskins, J. H.—Private in Grimes' Battery—Art.

H.

Halstead, J. E.—Private in Co. A, 61st Va. Inf.
Herbert, J. L.—Private in Co. C, 16th Va. Inf.
Hodges, Josiah—Private in Co. F, 41st Va. Inf.
Harvey, A. W.—Private in Co. G, 9th Va. Inf.
Herring, R. H.—Private in Co. I, 9th Va. Inf.
Harris, R. L.—Private in Co. A, 16th Va. Inf.
Humphries, Young—Private in Co. D, 61st Va. Inf.
Hoofnagle, R. H.—Private in C. S. Navy.
Hester, Thomas—Musician in Co. A, 8th N. C. Regt.; trans. to C. S. Navy.
Humphlet, J. T.—Sergeant in Co. I, 9th Va. Inf.
Hanrahan, Geo. T.—Private in Co. H, 3rd Va. Inf.
Hope, W. M.—Constructor in C. S. Navy.
Hope, A. M.—Private in Co. H, 5th Va. Cav.
Holloway, Joseph—Private in Co. I, 61st Va. Inf.
Hodges, Thomas M.—Captain of Co. A, 3rd Va. Inf.
Hume, J. H.—Private in Signal Corps, Wood's Battalion.
Hudgins, H. C.—Lieutenant in Co. K, 9th Va. Inf.
Hudgins, G. W.—Private in Webb's Battalion.
Hall, C. J.—Private in Co. D, 9th Va. Inf.; trans. to C. S. Navy.

I.

Ironmonger, A. C.—Private in Grimes' Battery—Art.
Ironmonger, C. E.—Private in Grimes' Battery—Art.
Ives, F. M.—Private in Grimes' Battery—Art.
Ivy, I. O.—Private in Co. C, 13th Va. Cav.

J.

James, R. B.—Sergeant in Co. K, 9th Va. Inf.
Jenkins, J. S.—Adjutant in Co. C, 14th Va. Inf.
Jenkins, Miles—Private in Co. H, 3rd Va. Inf.
Jett, F. W.—Captain. Promoted major of Engineer Corps.
Johnson, Theo.—Private in Co. G, 9th Va. Inf.

K.

King, G. W.—Private in Co. I, 61st Va. Inf.
Knott, Elvington—Private in Co. C, 13th Va. Cav.
Kreiger, George A.—Sergeant in Co. M, 1st Va. Local Forces.

L.

Linn, C. B.—Private in Grimes' Battery—Art.
Lewis, W. A.—Private in Grimes' Battery—Art.
Leavitt, J. M.—Private in Co. C, 12th Va. Inf.
Laycock, E.—Private in Co. F, 3rd Va. Inf.
Lewis, M. K.—Sergeant in Co. I, 9th Va. Inf.
Loomis, James M.—Private in Co. H, 3rd Va. Inf.
Langhorne, James K.—Private in Co. C, 16th Va. Inf.; assistant engineer, C. S. Navy.
Langhorne, W. S.—Private in 1st Signal Corps.
Lash, G. W.—Private in Grimes' Battery—Art.
Lawrence, J. R.—Sergeant in Co. D, 67th N. C. Inf.
Lewis, John F.—Lieutenant in Co. G, 9th Va. Inf.
Lilliston, R. W.—Drum major in 6th Va. Inf.
Lovitt, John A.—Gunner in C. S. Navy.
Lash, John W.—Private in Co. C, 16th Va. Inf.
Lohman, W. G.—Private in Co. H, 41st Va. Inf.
Lynch, W. B.—Grimes' Battery—Art.

M.

Marshall, R. C.—Lieutenant in Co. H, 6th Va. Cav.
Mathews, Alonzo—Private in Grimes' Battery—Art.
Marsh, A. D.—Private in Co. D, 61st Va. Inf.
Mahoney, E. N.—Private in 3rd Co. Richmond Howitzers—Art.
Mears, E. J.—Corporal in Co. I, 61st Va. Inf.
Meads, J. W.—Private in 4th Navy Regt.
Minter, A. M.—Private in Grimes' Battery—Art.
Miller, J. C.—Private in Co. I, 61st Va. Inf.
Moore, George T.—C. S. Navy.
Monserrate, M. D.—Color bearer in Co. H, 3d Va. Inf.
Maupin, George W. O.—Private in Co. H, 15th Va. Cav.
McDonell, George W. R.—Sergeant in Grimes' Battery Art.
McHoney, W. H.—Private in Co. H, 3rd Va. Inf.
Morrisett, William—Private in Co. B, 3rd Va. Inf.
Murphy, Enos—Private in Portsmouth Rifles.
Moore, W. A.—Private in Grimes' Battery—Art.
Martin, J. E.—Private in 15th N. C. Inf.

Morris, J. T.—Private in Co. B, 6th Va. Inf.
Murdaugh, C. W.—Captain of Co. I, 61st Va. Inf.
Murden, David T.—Private in Co. F, 15th Va. Cav.
MacMahon, Hugh—Sergeant in 3d Md. Battery.
McAlpine, Dr. Charles R.—Captain of Co. I, 61st Va. Inf. Promoted to major.
McKoy, R. K.—Sergeant in Co. D, 9th Va. Inf.
McDonell, A. F.—Private in Lynchburg Battery—Art.

N.

Niemeyer, W. F.—Lieutenant-colonel of 61st Va. Inf.
Neville, H. W.—Private in Local Forces.
Neville, W. S.—Private in Co. G, 9th Va. Inf.
Niemeyer, H. V.—Private in Signal Corps.
Nicholson, F. J.—Private in Grimes' Battery—Art.

O.

Owens, B. H.—Private in Signal Corps.
Owens, Joseph T.—Captain of Co. D, 26th Va. Inf.
Owens, Charles—Private in Co. K, 9th Va. Inf.
Oakham, T. J.—Private in Co. K, 9th Va. Inf.
Oliver, George E.—Private in 16th Va. Inf.

P.

Powers, John—Captain of Co. D, 61st Va. Inf.
Peters, Osmond—Captain in C. S. Navy.
Powell, M. W.—Private in Co. F, 9th Va. Inf.
Peters, James H.—Private in Co. C, 16th Va. Inf.
Parrish, J. J.—Private in N. C. Inf.
Powell, Rev. J. D.—2nd lieutenant in Dance's Battery—Art.
Parker, A. K.—Private in Grimes' Battery—Art.
Parrish, Dr. James—Surgeon in 3rd Va. Cav.
Peed, S. S.—Private in Co. G, 9th Va. Cav.
Parker, R. H.—Surgeon in 2nd N. C. Battalion.
Pate, William J.—Private in Co. D, 61st Va. Inf.
Peters, Osmond J.—Private in Signal Corps.
Peed, C. C.—Private in Co. G, Naval Brigade.
Peters, William H.—Agent in C. S. Navy.
Perry, E. A.—Private in Co. D, 61st Va. Inf.
Phillips, C. T.—Adjutant in Co. G, 9th Va. Inf.
Phillips, H. O.—Private in Co. G, 9th Va. Inf.
Porter, John W. H.—Lieutenant in 1st Va. Reserves.
Potter, James—C. S. Navy.
Procter, J. C.—Private in Co. C, 16th Va. Inf.
Purcell, Thomas—Private in Co. F, 9th Va. Inf.
Pruden, E. J.—Private in Co. F, 9th Va. Inf.
Pollard, T. L.—Private in Co. A, 10th Va. Art.
Piffins, Isaac—Private in 31st N. C. Inf.

R.

Ritter, James A.—Private in Co. F, 41st Va. Inf.
Russ, S. P.—Private in Grimes' Battery—Art.
Riddick, J. B.—Captain of Co. I, 41st Va. Inf.
Rives, G. E.—Private in Co. H, 13th Va. Cav.
Robinson, J. H.—Lieutenant in Co. K, 9th Va. Inf.
Ray, Thomas W.—Private in Petersburg Battery—Art.
Russ, Francis—Lieutenant in Grimes' Battery—Art.
Reynolds, H. C.—Private in Co. D, 61st Va. Inf.
Richardson, James H.—Private in Co. C, 16th Va. Inf.
Richardson, W. J.—Lieutenant-colonel of 9th Va. Inf.
Richardson, N. F.—Private in 2nd Signal Corps.
Ridley, R.—Private in 13th Va. Cav.
Ross, Joseph—Private in Co. F, 4th Ga. Inf.
Round, C. A.—Private in Co. H, 3rd Va. Inf.
Rowan, W. H.—Private in Co. H, 3rd Va. Inf.
Rustic, J. T.—Assistant constructor in C. S. Navy.

S.

Sykes, W. S.—Captain of Co. F, 41st Va. Inf.
Saundys, John S.—Private in Co. A, 15th Va. Cav.
Syers, Charles—Sergeant in Co. D, 61st Va. Inf.
Smith, O. V.—Private in 3rd Co. Richmond Howitzers—Art.
Stewart, John F.—Adjutant in 3rd Va. Inf.
Scott, Thomas—Private in Signal Corps.
Smith, Joseph J.—Musician in Co. I, 61st Va. Inf.
Smith, James K.—C. S. Navy.
Sheppard, W. E.—Private in Co. D, 9th Va. Inf.
Sherwood, William—Captain and commissary of Mahone's Brigade.
Slater, L. P.—32nd Va. Inf.
Smith, John—Private in Co. K, 9th Va. Inf.
Smith, Williamson—Private in Co. A, 16th Va. Inf.
Smith, John E.—C. S. Navy.
Smith, W. J.—Private in 6th Va. Inf.
Small, C. C.—Private in 17th N. C. Inf.
Stewart, James T.—Private in Co. G, 9th Va. Inf.
Stewart, William H.—Lieutenant-colonel of 61st Va. Inf.
Spivey, A. A.—Private in Co. D, 54th N. C. Inf.
Shannon, Thomas—Lieutenant in Co. F, 8th N. C. Regt.

T.

Taylor, Williamson B.—Private in Co. I, 9th Va. Inf.
Tee, John C.—Private in Co. H, 3rd Va. Inf.
Thompson, John H.—Captain of Grimes' Battery—Art.
Toomer, James H.—Captain of Engineer's Corps.
Tynan, F. T.—Orderly sergeant in Co. H, 3rd Va. Inf.
Tyler, H. C.—Private in Co. B, 16th Va. Inf.
Tabb, H. A.—Private in Co. H, 3rd Va. Inf.
Tyson, Luther—Private in Co. G, 9th Va. Inf.
Thomas, L. W.—Lieutenant in Co. D, 26th Va. Inf.
Tabb, William H.—C. S. Navy.

V.

Vanderson, John T.—Captain of Co. D, 15th Va. Cav.
Vermillion, Denis—Captain of Co. K, 9th Va. Inf.
Vermillion, A. P.—Private in Co. K, 9th Va. Inf.
Vermillion, Richard—Lieutenant in Co. G, 9th Va. Inf.
Veale, A. E.—Private in Co. H, 59th Va. Inf.
Virnelson, Thomas H.—Sergeant in Grimes' Battery—Art.
Veale, James—Private in Co. H, 3rd Va. Inf.
Vermillion, G. S.—Private in Signal Corps.

W.

Walcott, S. F.—C. S. Navy.
Ward, Aaron—Private in Co. F, 11th N. C. Inf.
Warren, J. J.—Private in Grimes' Battery—Art.
Watts, George W. H.—Private in Co. G, 9th Va. Inf.

Watts, L. R.—Private in Signal Corps.
Walker, C. W.—Courier for General Blanchard and in Navy Reserves.
Wiesdorf, Ed.—Musician in 6th Va. Inf.
Weaver, Joseph F.—C. S. Navy.
Welton, James L.—Private in Co. I, 12th Va. Inf.
Williamson, C. H.—Private in Norfolk Light Art. Blues.
Williamson, Dr. C. H.—Surgeon in C. S. Navy.
Williams, Hillary G.—Sergeant in Co. D, 61st Va. Inf.
Williams, Luther—C. S. Navy.
Williams, Herbert J.—Private in Co. G, 9th Va. Inf.
Williams, D. E.—Private in Co. K, 9th Va. Inf.
Williams, E. A.—Sergeant in Co. C, 47th N. C. Inf.
Williams, Edward—C. S. Navy.
Wilkerson, G. P.—Private in Co. G, 9th Va. Inf.
Whitehurst, N. E.—Private in Co. C, 16th Va. Inf.
Wood, John W.—Orderly Sergeant in Co. G, 9th Va. Inf.
Womble, George B.—Private in 19th Va. Heavy Art.
Wilkins, Henry—Private in Co. I, 9th Va. Inf.
Wilson, John—Private in Grimes' Battery—Art.
Whitehurst, D. W.—Private in Co. F, 41st Va. Inf.
Watson, J.—Naval Battalion.
Wrench, John—Private in Grimes' Battery—Art.
White, L. H.—Lieutenant in Co. A, 3rd Va. Inf.
White, R. W. B.—Private in Co. D, 9th Va. Inf.
Walton, D. S.—Lieutenant-colonel in Engineer Corps.
Wood, W. J.—Private in 4th Va. Battalion.
Watson, Joseph W.—Private in Co. D, 9th Va. Inf.
Webb, Richard—Private in Co. B, 13th Va. Cav.
Williams, J. Q. A.—C. S. Navy.
Williamson, Lewis W.—Private in Co. K, 9th Va. Inf.
Wellener, Joseph W.—Private in Co. C, 16th Va. Inf.
Williams, David—C. S. Navy.

Y.

Yost, John W.—Private in Co. H, 3rd Va. Inf.
Young, John W.—Private in Signal Corps.
Young, C. W.—Private in Co. G, 9th Va. Inf.
Young, Joseph L.—Private in Printer's Guards.

Z.

Zink, S. B.—Artillery.

Niemeyer-Shaw Camp, Berkley.

The Niemeyer-Shaw Camp, Confederate Veterans, was organized in Pine Street Hall, in Berkley, on May 2, 1892. There were present 27 veterans. Peleg Pritchard presided and E. E. Hathaway was chosen secretary. The purposes of the organization are the same as those of Pickett-Buchanan Camp. It was named for Lieut.-Col. William F. Niemeyer, who fell at Spottsylvania, and Col. Henry M. Shaw, who was killed in the battle of Roanoke Island. The commanders of the camp since it was instituted have been Capt. John S. Whitworth, Dr. George W. Wallace, John A. Morgan, L. M. Wingfield and D. L. Cox.

ROLL OF COMRADES.

B.

Brent, John T.—Private in Co. D, 9th Va. Inf.
Borum, S. T.
Berry, John D.
Bland, Samuel—5th Co. Washington Light Art.
Bass, Robert J.

C.

Cox, E. L.—Lieutenant in Co. C, 68th N. C. Inf.
Childrey, J. E.
Casey, James A.—Co. I, 61st Va. Inf.

D.

Davis, W. H.

E.

Eason, I. N.
Ellington, William.
Ellington, P. A.
Eley, J. M.

F.

Frost, P.

G.

Gresham, T. B.—15th Va. Cav.
Graves, D. A.—C. S. Navy.
Gibson, P. H.—38th Va. Inf.

H.

Hanbury, H. B.—Co. E, 61st Va. Inf.
Hayes, Joseph—Co. B, 5th N. C. Inf.
Hathaway, E. E.—38th Va. Inf.
Hozier, J. E.—Co. F, 61st Va. Inf.
Huffly, James.
Halstead, Dr. Geo. N.—Assistant Surgeon in C. S. Navy.
Harrell, J. R.
Hoge, A. J.—C. S. Navy.
Howard, J.
Hickman, James—Co. H, 3rd Va. Inf.
Harris, J. L.—Co. G, 13th Va. Cav.

I.

Ives, Felix—Co. E, 61st Va. Inf.

K.

Krause, C. A.
Kirby, W. H.—Co. E, 41st Va. Inf.

L.

Lawrence, H. M.

Luke, G. G.
Lacy, George.
Lowe, T. J.
Lawrence, J. L.—Co. G, 17th N. C. Inf.
Lane, W. P.—Co. F, 5th N. C. Inf.

M.

Miller, W. H.
Merwin, Wm.
Morgan, John A.—Co. A, 1st N. C. Inf.
Martin, George A.—Colonel in 38th Va. Inf.

O.

Old, George M.—Co. I, 15th Va. Cav.

P.

Pritchard, Peleg—Corporal in Co. A, 61st Va. Inf.
Payne, M.
Parrott, Robert.
Petty, W. W.
Poindexter, E. H.—Captain in C .S. Navy.
Parker, George—Co. 1, 61st Va. Inf.
Pain, C.—C. S. Navy.
Parrot, Albert—Co. F, 5th Va. Cav.
Perkins, W. L. M.—Co. F, 43d N. C. Inf.
Parkerson, S.

R.

Randolph, Robert.
Rudd, Edward—C. S. Navy.

S.

Slaymaker, Rev. W. A.
Sexton, William.
Sawyer, Isaac L.—15th Va. Cav.
Spence, W. S.
Sawyer, D. A.—Co. A, 8th N. C. Inf.
Sykes, Thomas H.—Sergeant in Co. A, 61st Va. Inf.
Stafford, Richard—Co. I, 61st Va. Inf.
Stoakes, James.
Sykes, N. M.—Co. F, 41st Va. Inf.

W.

Whitworth, John S.—Co. I, 6th Va. Inf.
Whitehurst, James H.—Co. I, 38th Va. Inf.
Wingfield, L. M.—Stuart's Horse—Art.
Wood, J. F.
White, M. V.
Warren, John.
Wallace, George W.—Private Signal Corps.

UNITED DAUGHTERS OF CONFEDERACY.

Motto:—"Lord God of hosts, be with us yet,
Lest we forget, lest we forget."

The objects of this association are educational, memorial, literary, social and benevolent; to collect and preserve the material for a truthful history of the war between the Confederate States and the United States of America; to honor the memory of those who served and those who fell in the service of the Confederate States; to record the part taken by Southern women, as well, in untiring effort after the war in the reconstruction of the South, as in patient endurance of hardship and patriotic devotion during the struggle; to cherish ties of friendship among the members of the society; and to fulfill the duties of sacred charity to the survivors of the war and those dependent upon them.

Pickett-Buchanan Chapter, No. 21, of Norfolk.

OFFICERS IN 1897.

Mrs. James Y. Leigh, president.
Mrs. Frances W. Smith, 1st vice-president.
Mrs. R. Page Waller, 2nd vice-president.
Mrs. Walter P. Burrow, recording secretary.
Miss Emily Doyle, corresponding secretary.
Mrs. Thomas W. Henderson, treasurer.
Mrs. Charles G. Elliott, parliamentarian.

OFFICERS IN 1900.

Mrs. Charles G. Elliott, president.
Mrs. Washington Taylor, 1st vice-president.
Mrs. Walter H. Doyle, 2nd vice-president.
Mrs. Walter P. Burrow, recording secretary.
Miss Emily Doyle, corresponding secretary.
Mrs. Thomas W. Henderson, treasurer.

Portsmouth Chapter, No. 30, Portsmouth.

(Organized in 1896.)

FIRST OFFICERS.

Mrs. Sallie Magruder Stewart, president.
Mrs. Martha A. Ashton, vice-president.
Miss Virginia Griffin, recording secretary.
Mrs. Alice H. Jenkins, corresponding secretary.
Mrs. Rebecca Marshall Nash, treasurer.
Miss Lizzie Ball Porter, historian.

OFFICERS IN 1900.

Mrs. Eugenia Schroeder Crump, president.
Mrs. Charles T. Parrish, vice-president.
Miss Virginia Griffin, recording secretary.
Miss Loretto M. Toomer, corresponding secretary.
Mrs. William H. Stewart, treasurer.
Miss Mamie Schroeder, registrar.
Mrs. John W. H. Porter, historian.

CHAPTER IX

MILITARY HISTORY OF THE COUNTY—Continued

SPANISH-AMERICAN WAR—ROSTER OF JACKSON LIGHT INFANTRY, LEE RIFLES, NORFOLK CITY GUARD, OLD DOMINION GUARD, PORTSMOUTH RIFLE COMPANY—CITIZEN SAILORS ON THE "MAINE."

The war between the United States and Spain was demanded by public opinion, which had for many years sympathized with the hopeless struggle of the Cuban patriots for release from the thraldom of Spain. The destruction of the "Maine" exhausted the patience of the people and popular impulse forced the issue. Congress passed the bill formally declaring war on the 25th of April, 1898, and dating it from April 21st. The President had issued his proclamation calling for 125,000 men distributed pro rata among the States on the 23rd of April, two days previous to the declaration of war, and the soldiers of our twin cities responded with that fervor of patriotism which has from the earliest settlement of Norfolk County responded to the calls of justice. The terms of the treaty of peace with Spain were verbally agreed upon November 28, 1898. The following are rosters of officers and men from Norfolk and Portsmouth, who were mustered into the service of the United States pursuant to the proclamation of the President.

FOURTH REGIMENT VIRGINIA INFANTRY, U. S. V.

(Recruited at Norfolk.)

FIELD OFFICER.

Col. George W. Taylor.

STAFF OFFICERS.

Dr. C. R. Vance, surgeon, major, Norfolk.
Dr. George M. Peed, assistant surgeon, captain, Portsmouth.
Dr. W. L. Old, assistant surgeon, captain, Norfolk.
Capt. Alexander Higgins, quartermaster, Norfolk.
Capt. P. E. Yateman, adjutant, Norfolk.

JACKSON LIGHT INFANTRY.

COMPANY E, FOURTH REGIMENT, VIRGINIA INFANTRY, U. S. V.

This company was mustered into the United States service May 15, 1898, and was mustered out April 27, 1899.

Captain, Thomas J. Nottingham.
1st lieutenant, William H. Wassum.
2nd lieutenant, Edward W. Jones.
1st sergeant, William C. Shelley.
Quartermaster sergeant, Thomas Q. Lackland.
Sergeants, William V. King, Joshua L. Gilbert, Harry A. Mason, Arthur P. Burgess.
Corporals, John E. Griggs, Frank J. Lawless, John McCloud, Frank McLaughlin, Harry W. Waikart.
Musicians, Charles L. Henley, Walter H. Hamilton.
Artificer, Frank W. Woodhouse.
Wagoner, Samuel H. Forrest.

Privates.

Ernest L. Banks,
Frank H. Bondurant,
Armistead Bowland,
Albert F. Barrett,
Samuel S. Bonway,
Eugene J. Buym,
Harry B. Chillson,
Douglas C. Cannon,
Philip A. Churchill,
Henry W. Cooper,
Robert L. Doherty,
James H. Downing,
Harry W. Ellingsworth,
Harry L. Fentress,
Joseph Fentress,
William H. Forrest,
Herbert C. Griffin,
Benjamin Hancock,

Walter F. Hendricks,
James C. Hitchings, Jr.,
Cary T. Hodges,
William H. Hodges,
Odiseus M. Hodges,
Joseph J. Hennelly,
Georos W. Hill,
Milo M. Holloman,
Richard H. Humphries,
Edward Jack,
Joseph E. Kevill,
Ruby L. Lash,
Henry H. Lash,
George D. Lawton,
Ernest L. Lightfoot,
Julius T. Lansberg,
Thomas E. Lewis,
Clarence P. Linn,
Harry Monday,
Dempsey Morrisett,
George F. McGuire,
John McRorie, Jr.,
Louis B. Montague, Jr.,
Edgar A. Moore, Jr.,
Harry L. Morris,
Edward F. McLaughlin,
Victor E. Nottingham,
Thomas M. O'Brien,
James W. Ruffin,
Harry W. Roberts,
Charles H. Rowland,
Luther J. Rowland,
Lonnie D. Rawls,
Andrew L. Stephens,
Edwin W. Slater,
Marvin M. Stokeley,
James D. Shadbolt,
Frank G. Skinner,
Alonzo Smith,
Harrold Soul,
William W. Toole,
Garent Waller,
James B. Warwick,
Walter Walker,
Miles W. White,
John G. Wilson,
James E. Waterfield,
Bert A. Williams,
John A. Wolf.

LEE RIFLES.

COMPANY A, FOURTH REGIMENT, VIRGINIA INFANTRY, U. S. V.

This company was mustered into the United States service May 14, 1898, and was mustered out April 27, 1899.

Captain, Henry H. Sheen.
1st lieutenant, William C. Hill.
2nd lieutenant, Vincent C. Burrow.
1st sergeant, William G. Sturdivant.
Quartermaster sergeant, Whitney S. LeCompte.
Sergeants, Frederick L. Curdts, William H. Harrison, Granville M. Tilghman, James T. Shackelford.
Corporals, John W. Creekmore, Samuel P. Butt, Collins Hill, Oscar V. Sessoms, Wade H. Hayes, Edward M. Curdts.
Musicians, Charles A. Bender, Andrew L. Jones, Luther W. Sykes.
Artificer, Charles T. Sykes.
Wagoner, William Woodward.

Privates.

Aubrey W. Allen,
William M. Baker,
Archie C. Bates,
Archie M. Beattie,
Leonard C. Billings,
William J. Bippus,
Richard D. Brinkley,
William S. Brinkley,
James H. Brown,
William E. Coleman,
John J. Cummings,
Frederick W. Dodenhoft,
Robert K. Eckles,
Benjamin E. Edwards,
Percy Etheridge,
William T. Fritzinger,
Clyde L. George,
John P. Graves,
Samuel H. Gresham,
William Gwin,
P. T. Henly,
George C. Harman,
Lafayette Haughton,
Robert H. Herndon,
William L. Heard,
John C. Hill,
Anthony L. C. Hill,
Rubie A. Hord,
William T. Howland,
Albert G. Hume,
C. T. Long,
Otto King,
Frank L. Koerner,
Arthur G. McCoy,
Frank M. Morgan,
Lawrence B. Myrick,
Thomas L. Nunnelly,
Joseph F. Parks,
James E. Parsons,
William B. Parham,
Charles H. Pettus,
William D. Pritchard,
James K. Reid,
Hugh S. Reid,
Joseph M. Saunders,
Samuel T. Schaffer,
Frank G. Story, Jr.,
William A. Seddinger,
Joseph H. Sherrard,
Augustine L. Sherwood,
Charles E. Sheppard,
Patrick Smith,
William S. Smith,
Oscar G. Scott,
Washington M. Spence,
Joseph R. Starvo,
Edward N. Waddy,
Samuel Wasserman,
Harry V. Welsh,
Raymond H. Walker,
Allen O. White,
William T. White,
William J. Williams,
H. L. Wrenn,
William Woodard,
Karl R. Wood.

NORFOLK CITY GUARD

COMPANY B, FOURTH REGIMENT VIRGINIA INFANTRY, U. S. V.

This company was mustered into the United States service May 15, 1898, and was mustered out April 27, 1899.

Captain, Marshall Tarrall. (Promoted to major.)
1st lieutenant, Bernard W. Salamonsky. (Promoted to captain.)
2nd lieutenant, Clinton L. Wright. (Promoted to lieutenant.)
1st Sergeant, George T. Layor.
Quartermaster sergeant, Walter H. Church. (Promoted to 2nd lieutenant.)
Sergeants, Mills Powell, Sidney E. Smith, Enoch R. Gale, James M. McCoy.
Corporals, Andrew S. Morris, Louis D. Linn, Charles B. Berr, Andrew J. Kerns, Charles L. Davis, Benjamin F. Tally.
Musicians, William H. Curdts, Louis M. Lanier.
Artificer, Alvin C. Downing.
Wagoner, Eugene Wyorth.

Privates.

Nichols Albone,
Walter F. Allen,
Charles M. Barrett,
Edward G. Brock,
Charles Beck,
Edward H. Baieleo,
Richard G. Baylor,
Eugene Caffee,
Roswell F. Caffee,
Gilbert C. Cole,
George Christian,
Clifton H. Dodson,
Zella L. Daniels,
John P. Dougherty,
Charles H. Dixon,
John H. Eaton,
William A. Foster,
W. Q. Folks,
Charles B. Farley,
Joseph Ferris,
John W. Gaylord,
James W. Gorin,
Henry T. Gray,
John L. Gardiner,
Charles G. Greaves,
Henry Harwood,
Thomas S. Jackson,
Moses Jacobs,
John Jones,
Daniel A. Lassiter,
John E. Milow,
Frank A. Milton,

John E. Morris,
John A. Morrisey,
Major F. Moore,
Edward W. Moore,
Edgar N. Mallone,
Louis Myers,
James C. McGinnis,
William H. McClennan,
Henry W. McDermott,
William H. Nelson,
James A. Potts,
William Powell,
Jeremiah Perry,
Constantine Politicari,
Peter Rokos,
Richard E. Riddick,
Benjamin Rippi,
Edgar L. Sweezey,
Oscar L. Shipp,
William L. Thomas,
George B. Sheppard,
John J. Walsh,
Ben. T. White,
Caudius L. White,
Henry J. White,
Frank W. Walker,
William H. Williams,
Ernest F. Wilkins,
Harry E. Williams,
Isaac F. Wilkinson,
Hunter Wing,
Edward F. Wilson,
George H. Worrell.

OLD DOMINION GUARD,

COMPANY L, FOURTH REGIMENT VIRGINIA INFANTRY, U. S. V.

This company was mustered into the United States service May 21, 1898, and was mustered out April 29, 1899.

Captain, George A. Brooks.
1st lieutenant, Albert G. Epes.
2nd lieutenant, William H. Dunn, (Resigned November 22, 1898.)
1st sergeant, George S. Hutchins. (Promoted to 2nd lieutenant.)
Quartermaster sergeant, Walter R. Bennett.
Sergeants, William W. Wright, Jr., Thomas E. Munds, Benjamin H. Lassiter, James C. Hutchins.
Corporals, Claude N. Markham, Kenneth J. Griffin, Lewis L. Bilisoly, William B. Burton, George M. Jobson, Nathaniel O. Williams.
Musicians, William H. Journee, Harry P. Lane.
Artificer, George R. Myers.
Wagoner, George E. Whitehurst.

Privates.

Thomas Allen,
Frederick V. Abbott,
Harry L. Belote,
Cornelius Borum,
William E. Calvert,
Patrick J. Campbell,
George W. Cherry,
Henry L. Culpepper,
Walter H. Cramer,
William H. Dorn,
Harry Fields,
Charles Grant,
William M. Gray,
John A. Green,
Harry Gregg,
Lewis J. Gorsuch,
Clarence Hingerty,
Lee B. Hodges,
Henry F. Housch,
John T. Hughes,
Eustace B. Hundley,
Isaac D. Jones,
Frank J. Keller,
Geo. E. Kramer,
Charles A. Lewis,
Charles H. Lassiter,
Charles Linn,
Louis N. LaTouche,
Hugh S. Martin,
Pete V. Majette,
George B. Madison,
Addis McCullev,
William T. McCloskey,
Harry C. Mattis,
George H. Morisette,
William J. Miskill,
William L. Marshall,
Joseph Nicholson,
Aaron Porter,
Milton H. Porter,
Charles H. Perry,
Walter Quillin,
William Ricketts,
John L. Reynolds,
Robert J. Russell,
William T. Roberts,
Philip L. Seay,
Theodore Seed,
John E. Taylor,
John H. Toomer,
Robert L. Taylor,
Thomas E. Tucker,
Ambrose P. Tyler,
George P. Thompson,
Littleton B. Tucker,
Robert C. Vaughan,
Claude Vaughan,
George W. West,
William H. Williams,
Bayless Welsch,
Fernando J. White,
Wilbur Waldrop.

SECOND REGIMENT VIRGINIA INFANTRY, U. S. V.

PORTSMOUTH RIFLE COMPANY.

COMPANY L, SECOND REGIMENT VIRGINIA INFANTRY, U. S. V.

This company was mustered into the United States service May 19, 1898, and mustered out December 19, 1898.

Captain, E. W. Owens.
1st lieutenant, John W. Leigh.
2nd lieutenant, William R. Parrish.
1st sergeant, James L. Busby.
2nd sergeant, William L. Dilsbury.
Sergeants, Charles E. Slote, Leroy F. Vaughn, William H. Brown, Richard A. Alexander.
Corporals, John A. Nobrega, Charles T. Rudd, Harry Davis, Jesse L. Duffee, Amos J. Weston, Henry A. J. Smits.
Drummer, George H. Lamar.
Bugler, John W. Hodges.
Artificer, Harry E. White.
Wagoner, Elijah Rickets.

Privates.

Louis Banks,
John M. Barnett,
Charles E. Connell,
Patrick Cox,
George O. Diggs,
Walter M. Duffee,
Joseph M. Davis,
Prince A. Fox,
Nicholas Grootewall,
John W. Green,
James L. Gray,
John C. Gallager,
Benjamin F. Godwin,
Albert Gay,
George A. Hawes,
Fred Hanson,
John J. Hunt,
William R. Hill,
Enoch J. Harlow,
William M. Harris,
John E. Jarvis,
Arthur Ketcham,
Lloyd A. Kay,
James Kilgrow,
George F. Keough,
Treville Latouche,
Joseph Lane,
Samuel A. Lecroy,
Ignacy A. Langewicz,
Peter Lynch,
James J. Murphy,
William H. Martin,
James W. Miller, Jr.,
William H. Miller,
Eck McDearmon,
Francis W. Nutter,
Clifford L. Parker,
Ernest Pendleton,
William B. Perry,
John W. Percival,
Richard T. Powers,
Carrington J. Rhodes,
William A. Rouse,
Henry O. Russ,
John Starke,
Thomas Saunders,
William H. Sebrell,
Robert Snodgriss,
Patrick J. Sheehy,
Louis Shacklock,
Joseph T. Sullivan,
George V. Smith,

Henry S. Tyler,
Henry J. Terrell,
Nathaniel Varney,
James Walsh,
Henry T. White,
Ernest C. Walters,
Emory B. Wood,
Charles H. Wingfield,
Earl H. Wright,
James H. Young.

NAVY.

Lieut. Kenneth McAlpine, U. S. S. "Texas."
Capt. Wendell Cushing Neville, U. S. Marine Corps.
Evan T. Hunley, Boilermaker, U. S. Navy, and many others whose names could not be obtained.

The following citizen sailors were on the "Maine" when she was blown up in Havana Harbor:

Charles Anderson, Norfolk.
Robert Hutchings, Norfolk.
Charles Rushworth, Norfolk.
Patrick O'Neil, Norfolk.
James O'Rouke, Norfolk.
James W. Allen, Portsmouth.
Thomas Kane, Portsmouth.
James T. Gordon, Portsmouth.
Robert White, Portsmouth.
Charles O. White, Portsmouth.
Michael Flarherty, Portsmouth.

The hospital ship "Solace" came in the harbor on July 16, 1898, and delivered at the U. S. Naval Hospital, 59 wounded Americans and 47 Spaniards.

CHAPTER X

THE AGRICULTURAL RESOURCES

GROWTH AND IMPORTANCE OF THE TRUCKING INDUSTRY—THE "FATHER OF TRUCKERS"—THE CHIEF CROPS GROWN PROFITABLY HERE — TOBACCO THE DETHRONED KING—EARLY REGULATIONS ON THE GROWTH OF TOBACCO.

"He that tilleth his land shall have plenty of bread" and Emerson says: "The first farmer was the first man, and all historic nobility rests on possession and use of land." Why is not the intelligent use of the hoe and plow as honorable as the plane of the carpenter, the file of the machinist, the hammer of the blacksmith, the pen of the lawyer, the sword of the soldier? Agriculture is the basis of the Republic's wealth. It is the unfailing source of prosperity for the people. The skilful cultivation of lands not only brings material prosperity, but makes attractive scenery which cheers the soul of man—the vines and olives of the hillsides of the Holy Land, the pastures and flocks of its valleys, the wheat and barley of its river banks were the resources which made Jerusalem beautiful. Rural training, practical gardening and farming should be taught in the schools to impress the utility and glory of agriculture upon the young. The agricultural resources of Norfolk County have already been great; but will be far greater, when the vast areas of untilled ground are made to yield to the plow and hoe, producing their full capacity. Away from the salt water in the southern portion of the county, corn, cotton, Irish potatoes and grass are the principal crops—but the great agricultural business of the county is horticulture or "trucking." The late Richard Cox was the first successful trucker of the county and was called the "Father of Truckers." He came to this county in 1844 from New Jersey and located on the Armistead farm near the mouth of the Western Branch, which farm he cultivated on shares, realizing in the first year $1,000 for the owner, who had offered to rent it to him for $200. Hugh Bates was the first trucker who settled in Norfolk county and W. I. Bishop was the second,—both from New Jersey. They preceded Mr. Cox two or three years but neither made a success of the business. So by right of prosperous achievements Richard Cox was the "Father of Truckers," having successfully introduced the agricultural pursuit which is the chief basis of the wealth of Norfolk County. He cultivated the Armistead farm until 1856 when he purchased a farm at the mouth of the Western Branch. Here he fully realized that "He that tilleth his land shall have plenty of bread." The first hot-bed ever made in this section was his work and is still on the old homestead adjoining Port Norfolk. The Census Bureau in 1891 issued a bulletin on truck farming that is of much interest to truckers and shows its growth since the introduction 56 years ago. The

twelfth census gives the value of the farm products in the entire 12 census districts of the State at $76,507,155, after paying freights and commissions.

The same authority gives the trucking area of the Norfolk section as 45,375 acres, and a product value of $7,692,859. This is over 10 per cent. of the entire product.

Norfolk County's climatic and topographic conditions are such as to indicate its natural adaptability for the profitable raising of garden truck. It is located on the Atlantic Coast in Latitude 36 degrees 51 minutes North, and enjoys the benefit of the tempering influence of the Gulf Stream. Its soil is a rich sandy loam, quickly responsive to fertilization and cultivation and gives abundant yields.

A. Jeffers, proprietor of the *Cornucopia,* or *Southern Horn of Plenty,* who keeps thoroughly in touch with the agricultural development of this section, gives as his opinion that the increase of acreage and product since the 1890 census is fully 50 per cent: "The aggregate sales of market garden vegetables,—from the area embraced in a circle drawn 20 miles around this seaport,—have reached a point exceeding $5,000,000 in a single year. No other agricultural area in the United States, or in the world, can make such a good showing, and equal the output of this portion of Eastern Virginia near the sea,—this portion of the middle Atlantic Seaboard."

At least 30 different crops are grown here extensively and profitably, such as asparagus, apples, berries, beans, beets, snap-beans, cabbages, cucumbers, canteloupes, celery, kale, radishes, onions, potatoes (both Irish and sweet), peas, lettuce, spinach, squash, turnips, tomatoes and watermelons and a large number of other market garden vegetables, also hay, oats, corn and other regular farm crops. The larger and more important crops are: Berries (about 10,000,000 quarts per annum), beans (200,000 half-barrel baskets), cabbages (225,000 barrels), cucumbers (100,000 barrels and boxes), kale (100,000 barrels), lettuce (10,000 baskets), sweet potatoes (60,000 barrels), Irish potatoes (450,000 barrels), peas (100,000 baskets), radishes (50,000 barrels and baskets), spinach (120,000 barrels), tomatoes (70,000 boxes), and watermelons (600,000).

Some of the early shipments of the pioneer truckers brought fabulous prices. Mr. Cox received $15 a barrel for green peas, $10 a barrel for tomatoes, and sold cucumbers for $45 and $50 a barrel. Mr. Bishop received $90 for the first crate of berries shipped to New York.

TOBACCO, THE DETHRONED KING.

Tobacco was king in the colonial days of Virginia and the staple crop of all the plantations. The laws not only regulated the inspection and sale but also the planting and curing. It was the principal currency for nearly 150 years. Salaries, taxes and all manner of obligations were payable in tobacco. The yearly salary of the King's attorney was 1,000 pounds of tobacco and the sheriff 1,200 pounds. In order to prevent an inflation of the currency or excessive production the planting was limited to from 1,500 to 2,000 plants per poll. Inspectors were required to view the plantations and make oath before the 10th day of July that they had counted the plants; they were required to report to court the result of their inspection. If a planter exceeded the number of plants allowed by law he was required to cut down his whole crop or be imprisoned. Warehouses for better upholding the prices of tobacco were established by law in 1632, to which all producers were obliged to bring all of their tobacco before the last day of December, except enough for home consumption, to be repacked and inspected by sworn officers. No tobacco could be paid or received in payment until inspected. All bad tobacco was burned and the planters prohibited from planting any more tobacco. The law prohibited the planting or replanting of tobacco after the 10th of July. In 1639 tobacco, by reason of the excessive quantities produced, being so low in price that the plant-

ers could not subsist by it or be enabled to raise more staple commodities or pay their debts, a law was enacted that the tobacco of that year be viewed by sworn viewers and the rotten, the unmerchantable and half of the good be burned, so the whole quantity made in the Colony would not exceed 1,500,000 pounds without stripping and smoothing. The next year 170 pounds of tobacco stripped and smoothed was allowed to be made per poll, which would make, in the whole, 1,300,000 pounds; and all creditors were required to take 40 pounds for 100 pounds. The casks could only be purchased from coopers and the middle men were not permitted to speculate on cooper wares. A hogshead was required to be 43 inches long and the head 26 inches in diameter, with proportionate bulge. The penalty for manufacturing one of oversize was 3,000 pounds of tobacco, and a cask made of timber not well seasoned was required to be burned. A cask held 350 pounds and any cooper who worked timber not fallen and hewed three months forfeited 500 pounds of tobacco. In 1705 the law was that "Whosoever shall hereafter pack, or cause the same to be packed, any hogshead of tobacco, they pack or cause the same to be packed fairly, without deceit and equally good throughout as it appears at the head." * * * "And if any person or persons whatsoever shall pay away or put to sale any hogshead of tobacco which he hath deceitfully, or hath caused, or suffered to be deceitfully packed, by putting thereunto any stones or intermingling any dirt, sand, tobacco stalks, stems, seconds, ground leaves or other trash whatsoever, shall forfeit for every hogshead so deceitfully packed 1,000 pounds of tobacco."

Act of Assembly, 1639:

It is thought fit and established that in and for the several circuits and precincts hereunder mentioned there be yearly chosen and appointed men of experience and in dignity for the careful viewing of each man's crop of tobacco, the viewers of this year being nominated and appointed by the Assembly are as followeth (viz). The viewers for the present year are hereunder named (viz.) commissioners being joined to see the said execution.

* * * * * * * * * *

LOWER NORFOLK COUNTY.

From Captain Willoughby's to Daniel Tanner's Creek: Captain Thos. Willoughby, William Shipp, Robert Jones.

For the Western Branch to Elizabeth River: Lieut. Francis Mason, Henry Camelyn, Thomas Wright. From Daniel Tanner's Creek, the Eastern Branch on both sides, Mr. William Julian, John Gates, George Fandon.

For the Southern Branch on both sides: Captain John Sibsey, Thomas Means, Robert Martin. For the Little Creek and Eastern shore: Henry Sewell, Robert Hayes, Christo. Burrows.

For the south side of the river, Mr. Edward Windham, John Stratton, Thos. Keeling.

* * * * * * * * * *

The overproduction being so great as to glut all the markets, the legislature suspended tobacco planting from February 1, 1666, to February 1, 1667.

All tobacco for export was required to be shipped from a port designated by law and Norfolk was one of the places first designated. There were tobacco warehouses at Norfolk, Portsmouth and Great Bridge. Although there were thousands of acres planted in tobacco in the first century of the existence of Norfolk County, now at the end of the nineteenth century there is not an acre cultivated in the whole county. There are, however, in the cities of the county many flourishing manufactories, where tobacco leaves are rolled into delightful cigars. On November 18, 1785, two lots, Nos. 181 and 183, belonging to Thomas Veale, were selected as a suitable place for a tobacco warehouse in Portsmouth and the commissioners valued them at 120 pounds current money. On the 19th day of November, 1761, Malachi Murden, Gent., produced his commission from Hon. Francis Fauquier, Esq., under the seal of the Colony, dated the 12th day of November, as assistant inspector of tobacco at the public warehouse established in Princess Anne and Norfolk counties, took the oath and gave the bond for the office. On December 3, 1742, the court allowed Capt.

Willis Wilson and his son Lemuel Wilson 10,000 pounds of tobacco for building a warehouse at Great Bridge. On the 17th of March, 1786, it was ordered by the court that Thomas Brown, William King and John Cowper meet and let out to the lowest bidder the building of a warehouse for the reception of tobacco in Portsmouth,—60 by 40 feet, with a shed on each side 10 feet wide, one funnel of brick and a wharf agreeable to law,—and make report to the court. On April 2, 1787, Henry Brown, contractor, finished the warehouse for 419 pounds current money.

There was a large tobacco warehouse at Town Point in Norfolk Borough. On the 17th day of January, 1771, the court ordered that George Veale, Thomas Veale, John Portlock and Malachi Wilson view the warehouse built on Town Point and report their opinion, and on the 18th day of January the commissioners appointed to view the warehouse built on the Town Point land reported that they had viewed the same and were of the opinion that the said house is very convenient and sufficient for a warehouse for the inspection of tobacco agreeable to Act of General Assembly and the court agreed to pay 127 pounds current money for the same at the laying of the next levy, with interest from the time when the key is delivered until payment, which the proprietor of the Town Point Company agreed to accept.

On August 18, 1757, the court recommended (to the Governor and Council) Benjamin Dingly Gray and Jesse Sykes to be inspectors of tobacco and the recommendations were equivalent to appointment. On August 17, 1767, Peter Butt and Jeremiah Murden, Sr., were recommended. On the 20th day of August, 1789, the court recommended John Morris and John Branan to be first inspectors of tobacco and James Gaskins and Benjamin Crow additional inspectors at the warehouse in Portsmouth. On December 18, . 1843, the court recommended Walter DeLacy and Robert Stanwood to be inspectors of tobacco for Portsmouth.

CHAPTER XI

THE DISMAL SWAMP

THE WONDERFUL SWAMP REGION OF NORFOLK COUNTY—O'REILLY'S DESCRIPTION OF THE DISMAL SWAMP—JUNIPER WATER—GEOLOGY—TOPOGRAPHY—VEGETATION— ANIMAL LIFE—METHODS OF DRAINING,

The Dismal Swamp is a noted section of Virginia and North Carolina and has a large area in Norfolk County. Its limits are not well defined, but it embraces thousands of acres of wild land that have produced untold quantities of valuable timber. Even away back in early colonial days the lumberman's axe resounded in its great forests, and when the Indians hunted in its depths it was one vast green of flourishing juniper trees, except where the towering cypress and pines overtopped the ash, maple and gum trees that flourished on some of its lands of different soil. Around the lake of the Dismal Swamp and on the tongue-like peninsulas which lick in from the borders, these latter are indigenous; but the largest area was covered by the evergreen of the white cedars, that have left the tangled beds of everlasting roots, overgrown by shrubs and vines not higher than a man's head, making expanses which are termed "lights," because you can stand on a stump and overlook them as far as the eye can reach. There are still some oases in these "lights," that grow clumps of green trees which reproduce very rapidly after the timber has been cut, and for these the "lights" are still valued at $1.00 per acre, although it may take a hundred acres to produce one of "green." When these "lights" are swept by fire the black stump roots demonstrate the heavy growth of juniper which has been there, and the corduroy roads penetrating in every direction remind us of the labor of the mules and swamp slaves, who were the happy lords of the domain. The old shanties on beds of shavings are gone, the drawing-knife no longer glistens in the sunlight, the maul and frow are silent forever; new schemes have taken hold of the old swamp and now mule cars on tramways, and in some places steam engines, haul the log timber that formerly came out in riven shingles by mule carts on corduroy paths.

The numerous trees and shrubs flourish luxuriantly in the water or morass. The juniper tree (*Cupressus thyoides*) stands firmly in the softest part of the quagmire supported by long tap-roots. Ferns, reeds and myriads of shrubs form a carpet that is never exposed to the sun on account of the dense shade of these trees.

Trunks of large trees lie buried in this soil, and even where dense growths of juniper trees are standing as many more may be found buried in the peaty soil. In this loose soil they are easily blown down, and soon sink from sight. When kept wet they never decay, save the sap-wood, which is not more than one or

two inches thick. A very large proportion of the lumber made into shingles is obtained by sounding below the surface; it is then dug out and "worked up."

The Dismal Swamp is on a hillside 22 feet above the level of the sea. If a wide and deep ditch were dug from tidewater to the lake in the center of this swamp the water thereof would run out to the sea like a mill-race, and the swamp would be a thing of the past. This swamp was surveyed by Washington at an early day, and he owned large tracts in the swamp. There are no waters in the United States so pure as those of this swamp. Formerly government vessels leaving for long ocean voyages secured the juniper water from the swamp on account of both its medicinal and keeping qualities. Invalids who, with rod and gun, go into this swamp and spend a week or months sleeping on juniper boughs, drinking juniper water and inhaling the juniper impregnated air, rapidly improve in health, appetite and general robustness.

The celebrated poet, John Boyle O'Reilly, said: "The region of the Dismal Swamp was intended by nature to be a pleasure ground, a health resort and a game preserve for the eastern side of the continent. In spite of all that has been done and left undone to destroy it, the swamp itself is, probably, the healthiest spot in America. Its delicious juniper water prevents malaria more effectually and perfectly than the famed eucalyptus of Australia. The flying game of the continent centers in this region, and the lake in winter is the best shooting ground in the country. Now that wealthy clubs and individuals are buying up the coast shooting, this incomparable natural preserve ought to be secured for the nation or the State." Lake Drummond is a beautiful sheet of water nestling in the very bosom of the great unkept expanse of vines and woods. The shores are ragged with roots and stumps made bare by the washing of the sleepless waters. Lake Drummond is poetically known as the "Lake of the Dismal Swamp," which has been immortalized in poetry by the noble bard Moore, who wrote from Norfolk, Virginia, in 1803, a ballad entitled "The Lake of the Dismal Swamp," prefaced by a short love story of a young man who lost his mind upon the death of a girl he loved, and imagined her not dead but

Gone to the Lake of the Dismal Swamp

O'Reilly says it is the very eye of material anguish:—"Its circle of silvery beach is flooded and hidden, and still the pent-up water, vainly beseeching an outlet, is raised and driven in unnatural enmity to the roots of the tall juniper, cypress and gum trees that completely surround its shore. The waves that should murmur and break on a strand of incomparable brilliancy are pushed beyond their proper limits and compelled to soften and sap the productive earth; to wash bare and white the sinews of the friendly trees and inundate a wide region of extraordinary fertility. The bleached roots of the doomed trees seem to shudder and shrink from the weltering death. There is an evident bending upward of the overtaken roots to escape suffocation. The shores of the lake are like a scene from the Inferno. Matted, twisted and broken, the roots, like living things in danger, arch themselves out of the dark flood, pitifully striving to hold aloft their noble stems and branches. The water of the lake, dark almost as blood, from the surface flow of juniper sap and other vegetable matter, is forced from six to ten feet above its natural level and driven by winds hither to this bank to-day and thither to-morrow, washing every vestige of earth from the helpless life-gyves, till its whole circumference is a woeful network of gnarled trunks and intertwined fibres, bleached and dry as the bones of a skeleton, and sheltering no life but that of the blue lizard and red-throated moccasin. These bare roots and blasted stumps circle the waters like a hideous crown, till the lake becomes a realization of the Medusa. Here, far from the voices of mankind, the Gorgon stares at heaven, but sees with intro-

verted eyes only the writhing horror of her own brow; hears only the hiss, and shrinks from the kiss of her serpent locks, gazing into no living eyes but those of her own damnable strands. The lake of the Dismal Swamp is a victim waiting for deliverance. Release her and she is no longer Medusa; the snake lair will give place to bands of gold and light; the region contaminated by her oppression will rejoice and blossom like a garden."

O'Reilly, who made a canoeing tour through the Dismal Swamp, wrote as follows to a friend, the letter being published in the *Boston Herald:*

IN THE DISMAL SWAMP.

Wednesday Morning, May 16, 1888.

Dear Ned: I write this from near the heart of the Dismal Swamp, and send it by an obliging canal man to Norfolk.

This place is wonderful and beautiful. It is a desolate land crying for attention and reclamation.

The story of the Dismal Swamp is a tragedy of nature and a disgrace to civilization.

Mr. Moseley and I have had twenty-four hours of continued amazement and enjoyment.

This is the most defamed land on the earth. The Dismal Swamp is the greatest sanitarium on the American continent.

In two hours we start for the lake, at the very centre where they dug for the lady

"A grave too cold and damp,
For a heart so warm and true.
And all night long by her firefly lamp
She paddles her light canoe."

Faithfully yours,
JOHN BOYLE O'REILLY.

Last night we stopped at Mr. Wallace's, in the Dismal Swamp,—one of the largest and most beautiful farms in America. Last winter he killed on his farm 30 bears.

O'Reilly sent the following telegrams to some of his Boston friends:

"The most wonderful and beautiful sheet of water on the continent."

"This message is sent to Suffolk by canal-chance-boatman."

"The greatest fishing I have ever seen. Mr. Moseley shot a bald-headed eagle last night—a splendid bird."

"Every hour unfolds new beauties and interesting sights."

JUNIPER WATER.

Have you ever tasted juniper water? It is nature's own remedy for kidney and other troubles of the human system. It is found in unlimited quantities in the recesses of the great Dismal Swamp, and the Dismal Swamp Canal and Lake Drummond are bodies of juniper water. Its medicinal virtues come from the vast quantity of juniper roots and juniper berries that have been soaking for ages in the recesses of the great Dismal Swamp. This water is of a light brown color, pleasant to the taste and keeps for years.

Its virtues were known long ago to the toilers of the sea and for more than a hundred years it has been in much demand for "ship's use" on account of its health-giving and long-keeping qualities.

The juniper water is here in immense quantities and fortunes are awaiting the men who will put it on the market and ship it all over the world. Capital and enterprise have long overlooked this wealth given us so prodigally by nature, but the day will probably come when our juniper water will take its rightful place among the great medicinal waters of the world.

The excavations for the canal through the swamp showed varied material, but it consisted chiefly of hard clay mixed with sand. The deepest excavation extended to a depth of 17½ feet below the normal surface of the water. It is interesting to note that at this depth a large number of fossils and oyster shells, together with coral and other calcareous matter, were brought up by the dredges. "The specimens belong to a deposit of the Miocene age, and include oyster shells weighing as much as five pounds apiece and fully 12 inches in length." There are many very productive farms on the peninsulas in the Dismal Swamp, but perhaps the finest is the Dover farm, which is almost a square block, embracing a thousand acres of cleared land and reaching nearer the lake than any other cultivated land. The agricultural resources of the

Dismal Swamp are just beginning to be appreciated. The chapter is concluded with the following interesting article on the Dismal Swamp, by Nathaniel Southgate Shaler, taken from the tenth annual report of the United States Geological Survey:

GEOLOGY.

The Dismal Swamp is the northernmost part of the characteristic swamp country which borders the southern Atlantic Coast. It belongs altogether to that group of inundated lands where the lack of drainage is due to an original deficiency of slope, combined with the flow-retarding influence of vegetation on the movement of water from the land.

Although swamps of a similar character are imperfectly developed in the region north of the Potomac, they do not take on a conspicuous aspect until we pass southward of that stream; and this for the reason that the surface of the country north of it is considerably higher than in Southern Virginia and the Carolinas and has developed a stronger topography. The streams are sufficiently incised to permit almost everywhere the ready drainage of the water despite the obstructing effect of vegetation. Moreover, in the region north of the Potomac the ordinary cane and other plants which obstruct drainage make but a scanty growth.

The principal determining cause which has led to the formation of the Dismal Swamp is found in the character of the surface on which the marsh accumulation rests. The whole of this coast from New York southward has the form of an ancient sea-bottom more or less modified by river action, the measure of the modification being determined by the average height to which the sea-floor has been elevated above the level of the ocean and the steepness of the slope toward the sea. In New Jersey the plain is tolerably elevated and the slope from the interior toward the shore is steep enough to insure a swift discharge of the water. In Northern Virginia the height of the plain is somewhat reduced and the slope proportionately diminished. From the James River southward the elevation of the plain at equal distances from the shore is still further lowered, the incisive action of the streams having yet further reduced it, leaving parts of the surface in the form originally belonging to the sea-bottom. In this condition the surface for a considerable distance from the coast rises at an average rate of about 18 inches to the mile. It is not a perfect inclined plane, for it is cast into slight elevations and depressions in a manner that reminds one of the ocean after a time of great storm, when the waves have fallen to a height of two or three feet, retaining at the same time their original horizontal amplitude. Within the limits of a square mile the variations of the surface of this inclined plane amount to not more than two or three feet. There is no distinct order in the elevations, but in general their major axis seem parallel to the existing and former shore lines.

Turning to the field in which the Dismal Swamp lies, we find that on the west, in the Dismal Swamp district, this billowy plain is sharply bounded by an escarpment formed by the sea when the surface of the continent was about 28 feet below its present level. This old sea-bench, to which I shall give the name of the Nansemond shore-line, extends from near Suffolk, Virginia, where it is rather obscurely indicated, having been somewhat effaced by erosion, southward with extreme distinctness of front to Albemarle Sound.

The eastern boundary of the swamp district is determined by certain low elevations, apparently dune-like in their nature, which lie in the county of Princess Anne, east of the railway extending from Norfolk to Elizabeth City. This latter system of elevations, which attain a height of only a few feet, serve in a measure to retain the swamp waters upon the surfaces on which they lie. They are, however, of relatively small importance compared with the effect produced by the vegetation of this district. Although a large part of the

area occupied by the swamps of this section of the shore is without distinct marks of subaerial erosion, the surface is considerably divided into the region next the sea by the curious, fiord-like indentations which characterize the whole of our southern coast, but which are more marked in Virginia than elsewhere. These indentations extend for some distance into the inundated areas, where they terminate rather abruptly within the wide field of swamp deposits. These streams are deeper in most instances than the open waters of the great bays into which they discharge. Thus, in Albemarle Sound the water is in most cases not half as deep as it is where the branches of the sound penetrate into the swamp district.

It is difficult to obtain any satisfactory information concerning the beds below the level of this district for the reason that the unaccented topography fails to reveal good natural sections and the artificial cuttings, such as wells and ditches, extend only to a trifling depth. On the northern border of the swamp deposits composed of stratified sand, containing occasional beds of shells, are exhibited from point to point. The following species determined by Dr. W. H. Dall, paleontologist of the United States Geological Survey, indicate in a general manner that the beds are of Pliocene age. Of the 29 species which appear in my collection, a list of which is given below, 24, according to Dr. Dall, belong to living forms, and five are extinct. The extinct species are found in the so-called Pliocene of Florida and South Carolina and Virginia. There can be no question that the deposit is of preglacial age.

LIST OF SPECIES FOUND IN BEDS EXPOSED BY A ROAD-CUTTING NEAR THE JERICHO CANAL, TWO MILES EAST OF SUFFOLK, VIRGINIA.

Crepidula convexa, Say.
Turritella apicalis, Hp. (var.)
Scalaria clathratula, Adams.
Eulima sp.
Turbonilla interrupta, Totten.
Liomesus Stimpsoni, Dall.
Anachis avara, Say.
Ethalia sp. fragm.
Cadulus carolinensis, Bush.
Ostrea virginica, Gmel.
Pecten eboreus, Conr.
Arca incile, Conr.
Cardium islandicum, Lin.
Crassatella undulata, Say.
Eriphyla lunata, Conr.
Mactra congesta, Conr.
Abra aqualis, Say.
Tellina tenta, Say.
Tellina modesta, Verrill.
Lucina crenulata, Conr.
Gouldia cerina, Ad.
Callista convexa, Say.
Pecten exasperatus, Sby.
Leda acuta, Conr.
Yoldia limatula, Say.
Nucula tenuis, Mtg.
Chione albida, Gmel.
Dosinia elegans, Conr.
Balanus sp.

Traces of this same deposit occur for a few miles south of Suffolk and I suspect the existence of similar beds near Elizabeth City. From certain comminuted fragments taken from the bottom of the main Dismal Swamp Canal, it seems to me not improbable that the beds were touched at several points in making that excavation. I am, therefore, disposed to believe that the foundation rocks beneath the swamp district consist mainly of the beds indicated by the foregoing list of fossils.

It is evident that the strata of Pliocene age which underlie the swamp were accumulated in shallow but quiet water. This is shown by the character of the species as well as by the fact that many of them are delicate forms, yet have suffered no wear from the action of currents. The deposit in which these fossils occur has apparently suffered no other dislocation than that which attended its elevation above the ocean, which has brought it to a height of about 35 feet above the present sea-level. As the species are of a littoral nature, we may assume that the total elevation required to bring them to their present position may not have exceeded 100 feet. It may have been somewhat less. It is evident, however, that the surface of these beds was for a time at a higher level than that to which they now attain, as is shown by the fact that they are deeply incised by streams which have created

a tolerably accented topography, the elevations of which have been obscured by subsequent accumulations.

This irregular form of the surface of the Pliocene strata is only proved for the region about Suffolk. Faint traces of the same series of beds at other points lead me, however, to the conclusion that it is probably characteristic of the whole field. The character of the surface must have been given to the Pliocene beds at a time when they were more elevated above the sea than they are at present. After the erosion of this surface came the subsidence which formed the terrace in which the Nansemond bench is excavated, which lies considerably above the level of the Dismal Swamp. This requires a subsidence of more than 50 feet after the Pliocene deposits were carved by streams. The bench on which the Dismal Swamp deposits lie was afterward formed during another period of elevation when the sea lay at about 30 feet above its present level. The sands worn from the escarpment which I have termed the Nansemond bench were distributed over the new sea-floor in such fashion as to level off the inequalities brought about by subaerial or marine erosion.

The true measure of the inequalities which characterize the bed-rock surface of this district is not readily apprehended by an inspection of the area within the field of the swampy districts; the peaty accumulations have unquestionably done much to destroy such topography as may have existed in the region. Even on the higher level of the upper Nansemond bench, which forms the summit of the old Nansemond shore, bounding the western margin of the main Dismal Swamp, there are numerous original hollows now filled in with peaty matter of a consolidated sort on which ordinary forest trees have found a lodgment. I am informed by farmers that they frequently discover places in these fields which contain a peaty deposit many feet in depth. In some cases the accumulation is quite profound, permitting a sharp stick to be passed down to the depth of eight or ten feet. There may thus be within the limits of the Dismal Swamp a number of stream valleys which have been so encumbered by the accumulation of vegetable matter that they are no longer evident to the eye.

TOPOGRAPHY.

In its original condition, before this region had been affected by tillage, the area of inundated lands in the Dismal Swamp district was considerably greater than it is at the present time. If we include in the swamp lands in this part of Virginia and North Carolina fields which have been won to the plow by ditching, the original area of the morass was perhaps one-third greater than at the present time. Near to its northern, eastern and southern boundaries the wetter parts of the swamp passed outwardly into fields where the inundations were less considerable, and in consequence the surface less incumbered by peaty matter. It appears tolerably evident that when the subjugation of the land began the swamp was extending its margin, taking possession of the lower land, the swales between the billowy elevations of the plain, and climbing up the gentle elevations between these low places. The process of artificial drainage went on rapidly until the drainage power of the small canals, dug to unwater the surface, was lost as they were extended into the swamp. The greater portion of this peripheral drainage work was finished before the middle of the present century. The lands won from the margin of the morass and from swamps more or less distinctly connected with the main area, probably amounted to somewhere near 700 square miles; the area of swamp lands remaining between the waters of Albemarle Sound and those of the James River probably amount to not far from 1,500 square miles. In the last century the Dismal Swamp Canal Company constructed a canal in a general north and south direction from the waters of James River, at Deep Creek, to the waters of Albemarle Sound, near South Wills, North Carolina.

This canal was intended to afford a line of ship communication suited to the vessels of that age between the bay district of North Carolina and that of the Chesapeake. It was expected to furnish a passage for merchantmen and war vessels between these great systems of inland waters, and this expectation was realized. It was designed, moreover, to provide a means of access to the vast and then untouched forests of juniper, cypress and pine which abounded in this field. This important waterway was one of the most considerable hydraulic works which had been undertaken in that century.

For the time when it was executed the Dismal Swamp Canal was a costly and well-contrived work. For three-quarters of a century or more it was an important means of transit between Albemarle Sound and Chesapeake Bay. Of late its use for this purpose has been in the main superseded by another canal nearer the coast.

The effect arising from its construction through the swamp upon the general condition of the region has evidently been considerable. Its course is about at right angles to the general slope of the country. The first canal was originally designed to afford 12 feet of water and had a width of 50 feet or more; the amount of excavated material heaped upon the banks was considerable. As no pains were taken to provide channels of escape through the barrier for the swamp water coming from the west, the western dike of the canal serves to retain the waters in all that region, and at the same time to fend these waters from the region east of the excavation. The water has, no doubt, been retained in the part of the swamp lying west of the canal in order to keep the several ditches which feed the canal or which provide the ways of floating its timber from the recesses to the navigable depth. By a system of locks which have a total lift of 20 feet the water in the canal is maintained at a little higher level than it had before the canal was constructed.

The result of this interference with the natural drainage of swamp has been that the western section of the morass is probably rather wetter than it was before the barrier was constructed, while the section to the east of the canal, deprived of the water which originally flowed into it, has become partially desiccated. In the section to the west of the canal, within the limits of the morass, there are probably no areas which in an ordinary season are sufficiently dry to permit tillage, though in periods of peculiar drought a large part of the surface may attain this measure of desiccation. In the section to the east of the canal the higher parts of the ground at many places are in an ordinary summer season so dry that they might be tilled without inconvenience from water. In that part of its area considerable portions of the surface have been improved by ditching, the swamp covering remaining only in the lower grounds adjacent to the sluggish streams which traverse the district. Something of this relative difference in the measure of the desiccation has doubtless come about in consequence of the barrier imposed by the embankments of the Dismal Swamp Canal.

An interesting feature in the topography of the Dismal Swamp is the presence of a considerable lake occupying a tolerably central position in the part of the morass which lies to the west of the main canal. The basin it occupies is everywhere shallow; probably in its natural state the maximun depth was not over six feet. At first I purposed to make careful study of the depth and form of the basin, but a little observation showed me that the depth of water had been much affected by retaining dams. The measure of the effect produced by the obstructions to natural drainage not being determinable, it did not seem worth while to make a careful study of the basin.

There is a tradition, which appears in its origin mythical, to the effect that this basin was formed by fires which occurred in some remote time. Intelligent local observers, in proof of this hypothesis, note the fact that,



The Mansion House on the Plantation of Col. William Craford, the Founder of Portsmouth, Located at Swimming Point.



Lake Drummond in the Dismal Swamp.

during dry seasons, patches of the swamp a few acres in extent have been seen to burn to such a depth as to form a place for the accumulation of permanent water. Not only is proof wanting to justify the supposition that Lake Drummond was thus formed, but there are good reasons why its origin must be otherwise explained. It is difficult to believe that in the course of a single dry season a forest fire could burn over an area as large as is occupied by this lake, or that the conflagration could so completely have removed the whole deposit of peaty matter. Moreover, even in the dryest season, it appears to be the only peripheral portions of the swamp which become sufficiently desiccated to burn to any depth, this central portion remaining wet at any depth beneath the surface even in the periods of greatest droughts.

If Lake Drummond were an unparalleled feature of our swamp areas, it might be reasonable to explain its origin by the hypothesis of an extensive forest fire in a period of great drought, but there are numerous instances in which similar lakes occur in the central portion of our greater swamp areas. I have been, therefore, led to the conclusion that this central lake of the Dismal Swamp was formed in the following way, viz: The gently sloping platform on which the Dismal Swamp rests evidently emerged from the sea in a somewhat rapid manner; the absence of any marine bench on its surface appears to be conclusive evidence of this. At first we may assume that the sterile character of the soil would have prevented the simultaneous growth of forest trees and other plants of a higher order over the greater part of the plain. The growth of such plants would naturally have begun on the periphery of the district, either on the western border, where the soil had already been formed, or next to the sea, where the humidity would favor the growth of plants even on barren sands. I conceive that beginning on the margin the forest would advance toward the center of the field, and the fallen trees and other entanglements would serve to form an obstruction to the outflow of the water, and thus to retain the central part of the area in the condition of a shallow lake. The area of this basin would be gradually narrowed by the growth of the cypresses, black gums and other trees which can maintain their roots beneath the level of permanent water. Notwithstanding the fact that the level of the water of Lake Drummond has been raised since the construction of the Dismal Swamp Canal, the forest is still slowly gaining upon the area of the lake at several points. Leaves and drifted wood accumulate next the shore and shallow the basin so that gradually trees can find a foothold in what was recently open water.

If this view be correct, Lake Drummond must be considered as belonging to the type of peat-inclosed lakes which are so common in the small morasses of the glaciated area. To the same group we shall probably have to refer the numerous other lakes in the region of swamps south of Albemarle Sound. Lake Phelps, Pingo Lake, Mattamuskeet Lake, Alligator Lake and other basins on the more southern part of North Carolina probably belong to the same type of swamp-inclosed basins.

VEGETATION.

Although the physical conditions of the Dismal Swamp district are extremely uniform, the vegetation exhibits a considerable diversity in its distribution in different parts of the area. The higher land, lying not more than three feet above the lowest adjacent levels, is generally occupied by a growth of pines, altogether composed of the common species of southern pine so far as observed. These pine-clad elevations often rise so little above the surface of the swamp that the eye fails to detect the difference in level. Yet the lessened moisture due to the perceptible elevation is sufficient to give over the field to the possession of coniferous trees. The lower levels of the swamp are mainly occupied by three species of trees,

which are greatly, though somewhat diversely, tolerant of water about their roots. These are the taxodium or bald cypress, the juniper and the black gum. The juniper occupies areas which are commonly somewhat desiccated through the dry season. The tupulo, or gum, and the cypress can inhabit areas which are in most cases water-covered even during the growing season. The cypress is the most tolerant of water of these species, often attaining its best development in places where summer droughts at no time remove the water far from the surface of their roots.

The peculiar tolerance of these two species to water about their bases—a feature which is somewhat sharply contrasted with the other forest trees of this country—is probably to be explained by the fact that in both forms we have provisions by which the roots are enabled to have access to the air, and thus secure the aeriation required by the processes which take place in their underground branches. The knees of the cypress have long been a subject of discussion on the part of botanists, and various conjectures concerning the service which they perform have been made. A study of the region of the Mississippi Valley, which subsided during the earthquake of 1811, showed me very clearly that wherever by such accidents the vascular summits of these projections were brought below the level of the summer waters, the trees inevitably died. In other cases, where by artificial dams the surface of the water had been raised in a swamp area, I found that the trees, the summits of which were suffused by the water in the summer season, were quickly killed, while others continued to live.

It is an interesting fact that the knees of the cypress develop only where the roots upon which they rest lie beneath the surface of the water during the growing season of the year. They sometimes appear above the surface of the soil which is bare of water in the summer time, but, digging down to the place occupied by the roots, water will generally, if not always, be found so far present in the soil that it fills the excavation.

Another important fact in this connection is exhibited in the specimens of this species which grow upon elevated land secure from summer inundation, or where the trees stand on the margin of a swamp with parts of their roots on the dry land and part beneath the water. In the case where the tree is altogether removed from the chance of inundation, the roots bear no knees whatever, or at least they exhibit slight enlargements from point to point, which, though they indicate the positions the knees might occupy, never develop into such structures. On the margin of the swamp the roots which are beneath the water will bear knees, while those in the dry soil exhibit no such protuberances, or, at most, the slight prominences just mentioned.

In the Dismal Swamp the knees of the taxodium never attain any considerable height above the surface, the tallest seen having an elevation of not more than three feet above the roots from which they spring. In the swamps of the Mississippi Valley, where the water of the marshes is often deeper than it is at any point in the Dismal Swamp, the knees sometimes attain an altitude of six feet or more.

The black gum contrives to secure a result similar to that attained by the taxodium by quite another contrivance of its roots. Where this tree occupies positions in which the water remains during the summer season, the roots, in all cases in which I have been able to observe the facts, have the habit of arching upward a few feet from the base of the bole.

Where the region is only moderately wet, where the water in the summer season comes near the surface, the emergence of the root is accomplished by a gentle upward flexure which brings its surface a little above the top of the ground; where the water stands yet higher the whole of the root may emerge from the soil. In rare cases, where the water during the growing season stands two feet or more above

the level of the roots, the flexure in that part of the tree is still more noticeable.

It is tolerably easy to determine the depth of inundation during the growing season by a close inspection of these root-arches of the tupulo. The bark is very rugose and in the damp swamp is frequently the seat of a considerable growth of annual plants. In some cases I was able to observe this coat of vegetation on many of the root-arches around the same tree. The annual vegetation was everywhere at the same height, and therefore may be taken as evidence that the roots are deeply covered by water in the summer time, but that the knee arches rise a foot or more above the surface of the water, or to about the same extent as the summits of the knees of the taxodium.

The amount of root arching in individuals of this species as well as the development of similar knee processes in the taxodium differ considerably in the individual trees. In some forms, lying at the same height as others, which are abundantly provided with these arched processes, the flexures are almost wanting. It appeared to me, however, that in the cases where the arches are not well developed, the trees are always of an inferior growth and apparently not well reconciled to their environment.

It is also a noticeable fact that the flexures of the roots do not develop in the youth of the plant, but begin to be evident after the tree has attained a diameter of a foot or more. Something of the same sort may be observed in the case of the taxodium. The older the tree the more extensive proportionately are the knee processes. A young tree an inch or two in diameter without any knees at all may often be observed growing near specimens of the same species a foot or more in diameter, all of which have abundant knee processes. It seems clear that in both of these genera the knees are features which are not developed until the plant attains a considerable size.

It appears to be a characteristic common to nearly all trees which have become reconciled to very wet soils that their trunks are much expanded at the crown, tapering from that point upward more rapidly than trees in other situations. The two varieties of gum and cypress are conspicuous for this feature, It seems evident on eye inspection—I have made no comparative measurements—that the expansion of these trees at the crown where they occupy wet situations is much greater than when they occur upon relatively dry ground. Not infrequently with gums and cypresses, the diameter of the tree at the crown is over twice as great as it is at the height of 10 feet above the surface, and in some cases I have found the ratios as high as three to one. An eye inspection, without measurement, of several other species in stations diverse as regards the amount of moisture to which they were subjected, appears to indicate that this expansion of the crown in wet conditions is a common feature of forest trees. It seems possible that the enlargement of the tree just above the level of permanent water may be due to the same physiological conditions which determine the development of knees such as occur in the taxodium, or of sharp flexures of the roots, like those exhibited in the nyssa. When I first observed this feature I was disposed to think that it was perhaps designed to support the trees in their somewhat insecure foothold in the soft earth of the morass. Further inspection has satisfied me that this view is untenable and that the peculiarity is more likely to be due to the cause above mentioned.

ANIMAL LIFE.

The singular nature in the physical conditions in our morasses is marked in the animal as well as in the vegetable forms which inhabit their areas. Where a morass occupies but a small surface the exceptional features of its animal forms are not usually conspicuous. The larger swamps, those which are to be measured by square miles, generally have a peculiar fauna. The characteristics exhibited by the animals which occupy our morasses are

usually related to the nature of the vegetation and the peculiar wetness of the earth. Thus, owing to the fact that nut-bearing trees are relatively rare, the arboreal rodents are generally absent. The inundated nature of the soil makes it unfit for occupation by the subterranean forms of that group. Thus this important order of mammals is imperfectly represented in our larger morasses. So, too, with the reptilian forms. Certain of our serpents which have accustomed themselves to dry situations are generally absent from the swamps. The predaceous mammals, such as the fox and wolf, find these marshy lands unsuited to their needs. The species of birds which nest upon the ground are also rare. The birds generally, excepting aquatic forms, are less plentifully developed in our marshy areas than in the upland districts.

I have not yet been able to undertake any systematic inquiry into the animal life of our inundated lands. My general observations, however, show that the biological conditions of these areas are such as to afford an interesting subject for research. Thus the swamps of Ohio and other States north of Kentucky contain a good many species which are otherwise limited to Tennessee and other Southern States. It seems probable that these outlying groups of southern fauna occupying northern districts will be discovered in other sections of the country.

I have already noted the fact that a number of species of trees show a singularly specialized structure which fits them to the peculiar environment which the swamps afford. It seems likely that this reconciliation with the environment will also be exhibited in the animal species which inhabit these areas. From the facts which have met my observation, I am inclined to think that the fishes of our larger and more isolated swamp areas will be found to present certain interesting peculiarities.

Owing to the isolation of the swamp areas, the species have been kept from the commingling of blood which necessarily occurs in extensive river systems. Thus the smaller fishes which inhabit the pools of our swamps have secured something like the measure of isolation which characterizes the inhabitants of our caverns, and it seems likely that the species of the detached morasses may have a trace of the same specific and generic peculiarities which are to be noted in the underground world. With this brief sketch of the conditions of animal life in the swamps, I will now proceed to give a few notes which I have been able to make on the fauna of the Dismal Swamp district.

Bird life is only moderately abundant, and is characterized by the general absence of the ground forms. The serpents which tolerate moist ground are of frequent occurrence, but are not known to present any peculiarities of species. The mammalian life is more peculiar than that of the other groups. The rodents are conspicuous by their absence. Bears are remarkably abundant. About 200 are killed each year within the limits of this field of morasses. Deer are now rare, but they have been somewhat plenty. The most peculiar feature in the mammalian life is the fact that large numbers of wild horned cattle are found within the morass. These have feralized from domestic herds about the swamps. Estimates as to the number of these creatures vary considerably. I am inclined to think that there are probably about 500 now living within this area. They are extremely wild, and when hunted are often dangerous to the sportsman. Several observant persons have reported to me that fierce combats frequently take place between the bulls and the bears. John G. Wallace, of Wallaceton, states that he has several times heard the bellowing of the horned cattle when they were engaged in such combats. Another observer stated to me that some years ago he found a bull and a bear lying dead beside each other, both having been killed in the combat.

It is said that the bears have a peculiar habit in their assault upon the horned cattle; they spring upon their backs and rend the

muscles which support the head of their prey, and thus escape the danger from its horns. The evidence as to this peculiar habit rests upon the fact that where the horned cattle have been killed in their contests with the bears the neck muscles are found divided.

I have not myself had an opportunity of seeing any of these cattle, but it is stated that they are generally of a black color and of small size. They appear to range through all portions of the swamp, but during the breeding season to prefer the slightly elevated portions where the canes abound. They feed mainly on the tender shoots of the cane, and are said to dwell generally in herds of from 20 to 50 individuals. Occasionally members of the wild herds are tolled out into the cultivated fields by offerings of salt, and are led to join the domestic cattle. The greater part of the wild cattle, however, evidently live for generations without obtaining access to saline materials, a fact which shows that salt is not really necessary to them, for within the morass they can have no opportunity whatever of obtaining it. There are no salt springs, the tidal rivers which penetrate to the swamp are all fresh and there are no licks, such as were afforded by the slightly saline clays of the Mississippi Valley, to which the buffalo abundantly resorted.

METHOD OF DRAINING.

During the time when slaves were held in this part of the country, a considerable portion of the morasses which originally constitute the Dismal Swamp was drained. This task was accomplished by the simplest engineering expedients. Ditches having a depth rarely exceeding six feet were dug wherever convenience dictated. Each farmer planned the system for his own land without any relation to a general scheme for improvement. It is evident that the work was done in most cases without even the surveyor's aid. The aggregate labor expended in this ill-directed system has been great. Properly applied, it would have gone far toward winning the whole of the unreclaimed swamps between Albemarle Sound and the James River to agriculture. There are hundreds of miles of these trenches but few of which exhibit any conception of the conditions which should have regulated their construction. In any scheme for the improvement of this region, the existing system of ditches will have to be neglected save in so far as the ditches may serve for the drainage of the small patches of land for which they were contrived.

There can be no question that the whole of the swamp area of this district, excepting certain small strips near the mouths of the larger indentations which extend northward from Albemarle Sound, is ready to be won to tillage by simple and comparatively inexpensive improvements. The average inclination of the surface is about 20 inches per mile, and this is sufficient to give a strong current to water flowing in ditches having a width on the water surface of four feet and a total depth of water of three feet. The character of the soil is very favorable for such improvements. The considerable amount of vegetable matter in the earth causes the canals which are not used for navigation to maintain their banks in good order. There are few tree trunks buried in the swamp deposits, as is well known by the excavation of ditches contrived for conveying timber. The aggregate length of these channels is at least 20 miles. At no point in their various courses have they encountered any considerable difficulty from the trunks of trees lying prostrate beneath the surface. The rank growth of the vegetation, particularly the roots which seize upon the banks of the canals, will save all costs for revetting their slopes.

In devising a plan for the drainage of this area, it will be necessary to take account of the existing canals; for, although these have not been contrived for the purpose of desiccation and are in certain ways unsuited to that object, the constructions are so large that it will be necessary to introduce them into the

scheme of drainage works. If the principal canal, that which is now navigable to vessels, were deprived of its locks and a similar course were taken with the Jericho canal or ditch, extending from Lake Drummond to the James River near Suffolk, the result would be that a strip of land bordering on these water-ways would, provided the embankment on either side of the water-ways were cut through at a sufficient number of places to permit the exit of the water, at once become sufficiently dry for the uses of agriculture. The drainage level of the swamp on either side of the main channel would be lowered about five feet. This alone would afford a base level low enough for the drainage of at least four miles west of the canal and about two miles east of it. The difference in the distance to which the ditches might be made effective would be determined by the slightly varying slope from the west toward the sea. Along the Jericho ditch the drainage would be less effective because of the small size and shallowness of that excavation. At present the ditch averages not more than 15 feet of effective width with a depth of not more than three feet. The level of the water, moreover, is nearer the general level of the swamp than in the case of the Dismal Swamp Canal.

If the level of the bottom of the Dismal Swamp Canal were lowered to 12 feet below the present level of the water with an average width of 12 feet and an average depth of water with the new plane of four feet, it would doubtless furnish a sufficient exit way for all the swamp waters which would be drained to it from either side, and it would then be possible by branch ditches to unwater the whole country on the western sde of its path and nearly the whole of the area to the east. At the same time the depth of the water remaining in the canal would be sufficient for all the purposes of transportation which would arise from the agricultural use of this area. Tributary ditches, starting with the depth of eight or 10 feet and a width of water-way of about eight feet, should be extended with diminishing size and depth to near the western margin of the swamp. They would probably not need to be nearer together than intervals of two miles. Their average length would be about eight miles and thus the total length of this system would be about 80 miles. Smaller and shallower ditches, having a width of water-way of not more than four feet where they connected with the main channels, would need to be carried in a general north and south direction from the secondary channels so that no portion of the surface would be more than a mile from the water-way. Even smaller ditches would have to be extended across the surface so that no considerable portion of the area would be without a channel for its flood waters in the summer season. Practical experience in the district seems to indicate that with this kind of drainage channels the soil would, after it had been subjugated to the plow, remain in a fit condition for tillage.

In the section east of the Dismal Swamp Canal, a gentle though slight slope toward the sea would make the drainage toward the channel of that canal less easy than on the northern slope. It is probable, however, that within the range of three miles which would include the greater portion of that area the channel of the canal would, if supplemented by side ditches, afford an adequate means for unwatering the land. The region yet further to the east would have to be made the subject of an independent scheme of drainage which should discharge the waters into other main ways.

If these excavations could be accomplished only by hand labor it is doubtful if, even with the present demand for agricultural lands, it would prove profitable to undertake the drainage of this morass. But recent improvements in methods of excavation make it possible to unwater land of this description at a relatively small cost as compared with older methods of hand labor. The whole of the work can be accomplished by machine dredging, the engines being operated by steam power. In the principal ditch the ditching can be done from the usual form of boats and in the smaller

channels the apparatus can be conveyed along the path of its work by means of movable tramways on either side of the ditch.

After the main works are constructed, the cost of cutting away the timber and of first plowing the land will, according to trustworthy information given by various persons who have of late years undertaken such work in this district, amount to about $30 per acre. In the average present condition of the forested portions of the swamp the return for this labor in the way of timber may amount to about $60 per acre, which probably would meet the expenses of clearing the forest away and of providing the smaller drainage channels.

The area which would be won to tillage by such a system of drainage, though only a portion of this swamp district, is about 250 square miles or 160,000 acres. I am assured by various trustworthy farmers that when first won to the plow this land has a measure of fertility which will enable the tiller to reckon an annual product of from 80 to 100 bushels of shelled maize per acre. It is, therefore, safe to estimate the money value of this area when thus improved at not less than $16,000,000.

Against this estimate of the tillage value of this region we must set such returns as it now makes in the way of timber products. I have not been enabled to obtain any accurate statistics as to the profits derived from the timber industry now carried on in this swamp. Nearly all of the original forest has been removed, culled by the woodmen or destroyed by fire. The supply of exported timber is gathered from the growth of cypress, juniper and pine. From all the data I have been able to procure I am led to the conclusion that the aggregate profit from the timber does not exceed $50,000 per annum, and that it may be much less than this amount. Year by year the value of this product is diminished through the occurrence of forest fires in the dry seasons, which eradicate from large areas not only the growing trees but even their seeds. Such fires burn down to a considerable depth in the peaty matter and thus destroy the germs as well as the parent trees. On these surfaces, which include at present perhaps as much as a tenth of the swamp area, the forest wins its way in a very slow manner. The swamps are principally occupied by annual plants. With the increase of the population around the margin of the swamp, these fires are apt to become more common. When they happen, they cannot be extinguished save by heavy rains, and they make the use of the swamp, except on certain selected areas, ineligible as a nursery of timber. We thus find that if the swamp were brought to the use of agriculture at an aggregate cost of say $4,000,000, the gain to the interests of the community would be very large. On the one side of the account, we may have a revenue from the timber which is not likely to exceed $100,000 per annum; and on the other an income from agricultural products which would doubtless exceed $2,000,000 per annum, while the cost of improvement at the present rate of interest on money would not exceed $200,000 a year.

This region is very favorably placed for cultivating and marketing garden crops. Already the Norfolk district furnishes a large share of the garden products used by four or five million of people dwelling in the cities between the James River and the coast of Maine. The greater part of the territory which now furnishes these supplies has a poor soil which can be made to yield satisfactory returns only by a costly system of fertillizing. Experiments already made within the Dismal Swamp district shows that this soil is excellently adapted for the cultivation of vegetables. The annual demand for such garden crops is sure to increase apace, and there is no other field so well suited for the enlargement of this form of agriculture as the area occupied by the morass of the Dismal Swamp district. The drainage channels could readily afford water transportation to within a mile of every part of the tilled area. In a manner hereafter to be noted a large portion of the surface could, if desired, be irrigated by the higher lying waters. No-

where else in the world is there near to great markets so large a field of land suited to garden crops which is not used for such purposes. If availed of for this form of tillage, the annual return from the land would probably not be less than $100 per acre or a total of somewhere near $16,000,000 per annum for the region which it is proposed to drain. It would, of course, be some decades before it would be profitable to bring all this vast area into such use, but after a time of service in ordinary field crops it seems to me likely that the whole of the surface would be thus utilized.

It will be seen by the description of the Nansemond escarpment or old bench that several considerable streams which cross that line have their head waters in the subordinate swamps lying in general at the height of several feet above the western margin of the swamp. Owing to the topographic conditions of these inland morasses, they could readily be converted into great storage reservoirs in which irrigation waters would be retained. I estimate that it would be possible to store in these higher swamps for the purposes of summer irrigation bodies of water having 24 square miles of area and an average depth of five feet, the whole of which could be used for agricultural purposes in the region east of the Dismal Swamp Canal. This would afford, making allowance for evaporation, a sufficient amount of water to meet in dry seasons the exigencies of garden tillage of an area of about 150 square miles or say about 100,000 acres. With a somewhat more costly system of storage which would not probably tax the tilled land for reservoirs to the annual amount of more than $10 per acre, the water could be husbanded and would afford irrigation facilities to the whole of this district.

It is thus evident that we have in this region a combination of the advantages for high-grade tillage such as are rarely found in any part of the world, an excellent soil, ready water communication, a favorable climate and opportunities for obtaining abundant irrigation water in times of drought. In a word, the region affords all the advantages of the best artificially unwatered soils in Belgium and Holland with a cost for the improvement far less than that required to win to agriculture the low-lying semi-marine swamps of that section.

CHAPTER XII

PUBLIC EDUCATION AND LIBRARIES

THE FIRST SCHOOL OF THE COUNTY—THE FIRST GENERAL PUBLIC SCHOOL LAW ENACTED—ST. BRIDE'S ACADEMY—CHURCHLAND ACADEMY—FIRST COMPLETE PUBLIC SCHOOL SYSTEM ESTABLISHED IN THE COUNTY—SEABOARD TEACHERS' ASSOCIATION—PUBLIC SCHOOLS RE-ESTABLISHED AFTER THE WAR, UNDER THE NEW CONSTITUTION—PUBLIC SCHOOLS OF NORFOLK—PUBLIC SCHOOLS OF PORTSMOUTH—THE NORFOLK ACADEMY—NORFOLK'S LIBRARIES.

Very early in the seventeenth century the people of Norfolk County and of Elizabeth River Shire (of which Norfolk County was at one time a part) began to be interested in education. Not only were parochial and private schools opened for the better classes, but arrangements began to be made for the education of the poor. In this shire Benjamin Symes by devise, confirmed by law, in 1642, gave certain lands for the purpose of establishing a free school, "and for the encouragement of all others in the like pious performances."

In 1659 Symes and Eaton bequeathed to Elizabeth City County an amount equivalent to $10,150, the interest to be applied to the education of the poor, the proceeds of which are still being used in said county.

Richard Russell, by will probated December 2, 1667, set apart a portion of his estate to be devoted to the education of six of the poorest children in Norfolk County; and Capt. Hugh Campbell, in 1691, donated land and tobacco for the "employment of suitable persons to give instruction to the people living on the Northwest River, Norfolk County." Yet, while throughout the seventeenth and eighteenth centuries there were a number of parochial and private schools located in the towns of Norfolk and Portsmouth, and in the county at Hickory Ground, Great Bridge and Sycamore Hill, where the children of the well-to-do classes could receive instruction in reading, writing and arithmetic, it was not until the beginning of the nineteenth century that any organized system of free public education was undertaken by the corporate authority of the county or State.

Through the influence and suggestion of Thomas Jefferson, the General Assembly of Virginia, on the 22nd day of December, 1796, enacted a school law, entitled "An Act to Establish Public Schools," the preamble of which is as follows:

> Whereas, it appeareth that the great advantages, which civilized and polished nations enjoy beyond the savage and barbarous nations of the world, are principally derived from the invention and use of letters, by means whereof the knowledge and experience of past ages are recorded and transmitted, so that man, availing himself in succession of the accumulated wisdom

and discoveries of his predecessors, is enabled more successfully to pursue and improve not only their acts, but that also which tends to illuminate and ennoble his nature and understanding; and

Whereas, upon a review of the history of mankind, it seemeth that however favorable Republican government, founded upon the principle of equal liberty, justice and order, may be to human happiness, no real stability or lasting permanence thereof can be rationally hoped for, if the minds of the citizens be not rendered liberal and humane, and be not fully impressed with the importance of those principles from whence these blessings proceed. With a view, therefore, to lay the first foundation of a system of education which may tend to produce the desirable purpose,

Therefore *be it enacted by the General Assembly of Virginia*, that in every County of the Commonwealth there shall be chosen annually by the electors qualified to vote for delegates to this Assembly, three of the most honest and able men of the County, to be called Aldermen of the County.

This Act further provided that these aldermen should lay off the county into sections, have authority to appoint teachers, visit schools, examine pupils and so forth; That the householders of each section should meet and select a place for the location of a school, and that all free male and female children should be entitled to attend three years free, and as much longer as their parents, or guardians, should provide for by paying necessary expenses.

Under this Act the electors of Norfolk County, on the 16th day of April, 1798, elected William White, Robert Butt and James Browne, aldermen, as shown by the following writ, or certificate, of the sheriff, dated April 17, 1798:

I do certify that pursuant to an Act of the General Assembly, passed 22nd day of December, 1796, entitled an Act to Establish Public Schools, a poll was taken at the Court House on Monday, the 16th day of April, 1798, for the election of three Aldermen; and that William White, Robert Butt and James Browne were duly elected.

(Signed) Robert Shelton, Deputy Sheriff.
for Wilson Butt, Sheriff.

Thus in 1799, at the opening of the nineteenth century, schools were opened in several localities of Norfolk County for the free instruction of children for three years. Two of these schools are worthy of special mention as centers of education for the people of this county, which has always favored public education. One located at Hickory Ground, a community in the southeast section of the county along the "Great Road," on which was the "Great Bridge," where one of the first battles of the Revolution was fought and won by the Virginia troops. This community was early a center of culture and influence, and the school became a prominent factor in the education of its men and women through the early years of the nineteenth century, and grew and developed into a high school or academy for primary, grammar and high school work. In 1835 it was rebuilt, a commodious brick structure taking the place of the old frame or log building, and it was incorporated by the General Assembly under the name of St. Bride's Academy. A new site was donated by Josiah Wilson, who in consideration of "love, zeal and earnest desire for the rising and future generations, and believing that a well grounded education will be a powerful and happy auxiliary to obtain this object, doth grant to Natheniel Wilson, Richard W. Silvester, Samuel Browne, Jr., Nahamani Foreman, David C. Wilson, William Wilson, William Scott and William Tatem, trustees, etc."

This school had several excellent teachers, who ranked with the best educators of the State or nation. Among whom may be mentioned Robert Ould, lawyer, judge and Confederate commissioner for exchange of prisoners; G. T. Exall, E. S. Dulin and William T. Davis, each of whom, in after years, became professors or presidents of colleges in this State and Missouri. The second was located in the northwest section of the county and in the community now known as Churchland, also a wealthy and cultivated section. This school was known in 1802 as the Craney Island School, and in 1840, when the record shows it was rebuilt, it was called the Sycamore Hill School, and in 1854 it was again rebuilt and enlarged to a building of three rooms, and was enriched by James H. Carney,

who by will set apart $1,500 to be invested and the proceeds to be applied for the benefit of the school, "to provide free education for all the children of the community," which endowment continues to assist in the maintenance of this school to the present day.

In November, 1872, the County Court incorporated one branch of this school under the style of the Churchland Academy, with J. T. Griffin, W. T. Carney and others as trustees, for instruction in higher English and classics. This school, like St. Bride's Academy, has been greatly instrumental in shaping and developing the educational work of this county, and also had many excellent and distinguished teachers, among whom may be named Col. A. K. Yancey, John R. Bagly, Josiah Ryland, W. T. Rhinehart and C. W. Coleman, who in after years were trustees, professors and presidents of colleges at Richmond, Virginia, Thomasville, Georgia, Tuscaloosa, Alabama, and Mexico, Missouri.

On the 3rd of March, 1819, an Act was passed to reduce into one Act the several Acts concerning the Literary Fund. This was the fund derived from escheats, confiscations, forfeitures, derilict personal property, fines, etc. Section 13 provided for applying part of the income to the primary object of its institution and directed the courts of the counties, cities and corporate towns to appoint not less than five nor more than 15 discreet persons school trustees to determine what number of poor children "they will educate, etc."

But it was not until 1845 that Norfolk County reorganized and put into operation a complete and efficient system of public schools for the benefit of all the free white children of the county.

By authority of an Act of the General Assembly of Virginia, enacted on the 17th day of February, 1845, a board of school commissioners met at Deep Creek and organized by the election of Leroy G. Edwards, chairman; George T. Wallace, clerk; and Stephen B. Tatem, treasurer, and arranged for the opening of 20 schools with three local trustees or commissioners for each, who were instructed to provide a building and employ a teacher for a term of 10 months at a salary of $30 per month, to be paid out of public funds, and such additional salary as might be pledged by the election of Leroy G. Edwards, chair- provided for were opened in the fall of the same year, and soon became efficient and popular, as is shown by the report of the president of the school board at its fifth annual meeting in June, 1849, from which the following extracts are taken:

"During the last year 1,306 children have received correct and regular instruction at our several schools in all such branches as are taught in good English schools, such as spelling, writing, reading, arithmetic, geography, grammar, history, mental and moral philosophy, astronomy, composition, rhetoric, etc. In several of the schools where the children were far enough advanced we have classes in higher mathematics, Latin and French." * * * "The classics did not enter into our original scheme, nor do we now require the qualified teacher to teach them, for a practical and useful English education, such as farmers, mechanics and persons of ordinary vocation need, is our standard." * * * "It is a source of regret to us that we cannot afford better pay to our teachers, and that we have to add to this by private contributions in districts where the teachers are deserving and the people able to do so, but we are proud of our people, who nobly battled for the cause of popular education, and who willingly contributed the pecuniary aid necessary to perpetuate it.

"The people are as ardently its friends now as ever, and are reaping the reward of their labors.

"The good effects of our schools are obvious to all observers, and it is most pleasing to contemplate not only what has been done but what is yet to be done.

"We might dilate here on the improved and improving moral and physical condition

of our people and county, but will only state that at least 95 per cent. of the indigent children of the county are now being educated.

"That our system is yet imperfect we freely admit, and we are in want of an agent whose duty shall require him to visit, direct, supervise, investigate and report each school separately, one qualified to examine and license teachers and so forth."

As a result of this report, and at the same meeting in 1849, Rev. Thomas Hume was elected the first superintendent of schools for the county, with a salary of $500 per annum. Superintendent Hume made a faithful and efficient officer and served for two years, when he was succeeded by Leroy G. Edwards, who had for seven years been chairman of the board of commissioners, and who carried his love and zeal for the cause into the superintendent's office, where he did a splendid work through the next 10 years.

From 1845 to 1861 the schools grew in number to 30, with good frame school houses and with fair appliances and an excellent corps of teachers, who were zealous in their work. These teachers in 1845 assembled at Deep Creek, Norfolk County, and organized a teacher's institute, under the name of the "Seaboard Teachers' Association," which was probably the first teachers' association that ever met in the State or the South, for in its proceedings it is stated that "This organization is just twenty-five years after the first teachers' association of the United States, organized in Essex County, Massachusetts." Prof. N. B. Webster was made president, and in his address among other things he said: "Fellow teachers, we beseech your influence in behalf of the great cause of education and of civil liberty; a national association of enlightened educators would constitute the strongest bond of union between the conflicting interests of the various sections of our great Confederation of States. It is true now, as in the days of Cicero, that common desires or aversions tend to cement more closely the tie of amity. If the wicked Cataline pursued this policy in his base attempt to ruin his country, shall not the friends of education adopt for their motto, and ardently loving the light of knowledge, and hating the dark tyranny of ignorance, associate themselves together for the accomplishment of their noble object, and prove to the world that intelligence and liberty are inseparable?"

But this splendid system of 30 schools which for 16 years had been open for 10 months per year, and had done so much for the county, came suddenly to an end. In the spring of 1862 the Federal Army took possession of the cities and the county of Norfolk, and the schools were not only closed, but the buildings destroyed, some were burned and others were torn down by the United States soldiers, and the timbers moved to the military camps and used to build winter quarters for the troops. Among those so destroyed were the buildings located at Wallaceton, Cornland, Good Hope, Bell's Mill and Tanner's Creek.

So completely were the schools and resources of our people destroyed by this terrible war that for a period of nine years, from 1862 to 1871, there were no schools, public or private, worthy of mention within the county, and such education as the children received was imparted at home by the mothers and older sisters. In 1868 by the adoption of a new Constitution, the State of Virginia was relieved from the burden of military government, and as soon thereafter as practical the General Assembly provided by law for the establishment of a free public school system throughout the State. Under this Act in December, 1870, Capt. John T. West was commissioned by Gov. Gilbert C. Walker as superintendent of schools for Norfolk County, with instructions to recommend to the State board of education three men from each magisterial district of the county, suitable to form a county school board.

The following gentlemen were recommended, and were appointed school trustees by the State board of education, to-wit:

John T. Griffin, D. T. Driver and W. J. Nicholson for Western Branch District.

Capt. Thomas M. Hodges, Willis W. Tucker and James F. Carr for Deep Creek District.

William R. Dudley, C. T. Foreman and E. H. Williams for Pleasant Grove District.

Harrison Etheredge, Griffin Jennings and Jesse D. Sykes for Butts Road District.

Maj. William H. Etheredge, Milton Cutherell and Henry Butt for Washington District.

Washington T. Capps, Joseph R. Guy and James Sammons for Tanner's Creek District.

January 20, 1871, this board met at the Court House and organized with Supt. John T. West, ex-officio chairman, and Capt. Thomas M. Hodges, clerk. After hearing a report of Superintendent West as to the powers of the board and the deplorable condition of education in the county, the board with entire unanimity instructed the district trustees to at once organize separate schools for white and colored children wherever practical in their respective districts, and by resolution requested the board of supervisors of the county to submit to the vote of the people at the approaching May election the question of levying a tax of 30 cents on the $100 of real and personal property to form a district and county fund, supplementary to that of the State. The board of supervisors promptly submitted the question, and the people by a large majority voted the levy. This assured a moderate support for the 19 white and 11 colored schools which had been opened by April 1, 1871.

Thus began the reorganized public school system of Norfolk County, which has grown in power, efficiency and popularity to this writing. Superintendent West continued the supervision of these schools through three terms until 1882, when he was succeeded by Jesse E. Baker, who served for four years, when Capt. John T. West was again elected superintendent, and has been re-elected each successive term to the present time, when he is at the head of a system of 125 schools (73 for white and 52 for colored pupils) with an enrollment of 7,000 children, and an average term of nine months for white and eight months for colored.

The last report of Superintendent West shows that these schools are taught by a trained and experienced corps of teachers with a graded course of study from the primary to the high school. That there are 76 school buildings, fully equipped with patent desks, slate black boards, maps, globes, charts, etc., and valued at $65,000, and that there are now in the course of erection two $15,000 buildings with eight rooms each, and that there was expended for the past year:

For teachers' wages	$ 36,466.75
For clerks and treasurers	1,613.43
For real estate, buildings and repairs	6,716.40
For contingent expenses	5,103.90
Total	$49,900.48

PUBLIC SCHOOLS OF NORFOLK.

A report of the superintendent in 1885 says: "A system of public schools was inaugurated in the year 1857. For many years before this date provision had been made by the city or borough for the instruction of the poorer classes. A school on the Lancasterian plan was located on the site of the present Fenchurch street school, and a night school was also opened for those whose occupation during the day debarred them from other means of instruction."

Thomas C. Tabb, a prominent lawyer, was charged with organizing and putting into operation a system of schools to meet the needs of the public. On his retirement, William D. Bagnall was elected superintendent and remained in office until his death in 1867. The vacancy was filled by the election of Hon. William W. Lamb. An ordinance was passed by the City Council in 1871 to reorganize the public schools under provisions of Acts of the General Assembly. Mr. Lamb was appointed to continue in the office of superintendent, which he held until his death in the year 1874. The officers of the public school board are Hon. John B. Whitehead, president; Richard A. Dobie, superintendent; and Richard C. Taylor, secretary.

Since 1857 there have been 10 superintendents, as follows:

1. Thomas C. Tabb, 1857 to 1865.
2. William D. Bagnall, 1865 to 1867.
3. William W. Lamb, 1867 to 1874.
4. Gen. Richard L. Page, 1874 to 1882.
5. Rev. C. S. Blackwell, 1882 to 1884.
6. R. G. Banks, 1884 to 1886.
7. James Barron Hope, 1886 to 1887.
8. George W. Taylor, 1887 to 1890.
9. Kenton C. Murray, 1890 to 1896.
10. Richard A. Dobie, 1896 (Still in office.)

Remarkable progress has been made in the past few years in bringing the public schools up to a higher plane, and in all that pertains to them,—their teachers, the school buildings, courses of study, and results achieved,—they will compare favorably with the public schools of any city in the South.

Much needed facilities have recently been afforded by the completion of three handsome, commodious, well-arranged and well-located school buildings and a site has recently been secured for a new public school building in Atlantic City Ward.

Norfolk has 12 school-houses, 10 brick and two frame, with a total of 65 rooms. There is an average of one acre of land to each school, and the total value of the public school property is $150,000.

The cost of public education for the year ending July 31, 1899, was as follows:

Teachers' wages	$40,780.00
Secretary of the board	500.00
City superintendent	1,350.00
City treasurer, commissions	110.40
Rents	1,250.00
Fuel and lights	683.42
Janitors	1,888.90
Text books for indigent children	470.77
Apparatus	49.00
Other contingent expenses	976.07
Total cost	$48,058.56

Superintendent Dobie's report for the year ending July 31, 1899, gives the following figures regarding the enrollment and attendance:

Total number of pupils enrolled	3,343
Average monthly enrollment	3,092
Average daily attendance	2,677
Number of teachers employed	65
White teachers—males, 6; females, 48; total	54
Colored teachers—males, 1; females, 10; total	11
Average number of pupils enrolled to each teacher	48
Total number of days taught	198

Average age of pupils, 10.62 years.

PUBLIC SCHOOLS OF PORTSMOUTH.

Although the origin of public education may be traced to an early date; and while public schools existed before, the regular free school system was not established by Act of Assembly until 1845. Prior to the incorporation of the city, the schools were managed in conjunction with Norfolk County. The town trustees, after the Act of 1845, secured the title to two lots, one on the corner of Middle and Glasgow streets in the First Ward of the city, and one near Fourth street, in the Fourth Ward. They built a brick academy on the first lot and opened four schools, and on the second lot a wooden building, with four schools. Some of the most prominent and successful citizens of Portsmouth received their education in these schools. They seem to have been supported by small tuition and admittance fees in certain instances, taxes assessed for the purpose, and contributions from the Literary Fund. The academy on the first-named lot was burned in 1857 and a larger and better one was erected in its place. It was known as "First District Academy." The city of Portsmouth was incorporated in 1858 and one-third of the profits of the "Norfolk County Ferries" was divided each month between the county and city for school purposes. After the Confederate War, all the schools reopened with an addition of two, and continued until the present system in a prosperous condition. A large brick building was completed in May, 1879, at a cost of about $7,500 for the colored schools, which was then the finest school building in the city. In 1885 the school building in the Fourth Ward was constructed at a total cost of $12,000, to take the place of the old wooden building. A lot was purchased on Green street and a handsome building was constructed and the schools removed from the first district building to that home. Here the



City Court House, Norfolk Va.



The Norfolk Academy, Norfolk Va.

first high school was instituted about 13 years ago with Prof. L. P. Slater as principal; and he was succeeded in 1880 by Prof. Willis A. Jenkins, the present head-master. A handsome new brick structure was erected for the new Fifth Ward in 1898, and now there are four handsome school buildings in the city with 38 schools and 2,000 scholars. The superintendents under the present system have been: James F. Crocker, Griffin F. Edwards and John C. Ashton, who is still in office.

The value of school property, August 1, 1900, was $47,000. The expenses for the year ending July 31, 1900, were $19,691.03. The officers of the public school board are: David A. Williams, president; George A. Tabb, treasurer; and William A. Culpepper, secretary.

THE NORFOLK ACADEMY.

In January, 1804, a charter of incorporation was granted to the "Trustees of the the Norfolk Academy," composed of the following gentlemen: Thomas Newton, Jr., John Nivison, Thomas Blanchard, Theoderick Armistead, Robert Brough, John E. Holt, Littleton W. Tazewell, Phillip Barraud, Alexander Jordan, Richard H. Lee and Arthur Lee. This corporation was endowed with all the powers usual to such bodies and is still a close corporation, that is, one in which vacancies are filled by the vote of the remaining members.

The original school building was situated on Church street, a part of its site now being occupied by the First Presbyterian Church. With the exception of one year, 1805, the school remained in its original location until it was removed in 1841 to its present site, in the square bounded by Bank street, Charlotte street, Cumberland street and Grigsby Place. The present building was planned by Thomas Ustick Walter, D. C. L., LL. D., of Philadelphia, the architect of Girard College and of extensions to many public buildings in Washington, D. C. For classicalness of style and for appropriateness of design, we doubt if its equal can be found among preparatory schools of the South. In 1862 the academy building was seized by the United States authorities and used by them for three years as a hospital, its name being the "Delemater Hospital."

The character of the work done by the Norfolk Academy has always kept pace with the demands made upon preparatory schools by the leading colleges of Virginia and of the States north of us. Graduates of the Norfolk Academy have won honor at the University of Virginia, Johns Hopkins University, Lehigh University, Cornell University, Princeton University, Harvard University and the United States Academies at Annapolis and West Point, as well as at scores of minor colleges in this and other States.

The first principal of the Norfolk Academy was Rev. James Whitehead, who remained in charge for only a short time. In fact there were frequent changes of administration until 1845, when Col. John B. Strange (V. M. I.) assumed charge of the school. He remained principal until 1855, and was succeeded by John S. Gamble, who, in turn, was followed by William R. Galt. From 1865 to 1882, Rev. Robert Gatewood, who had been formerly employed as assistant teacher at the academy, was principal, and under his administration the school was particularly successful in the training of boys for the United States Naval Academy. In 1882 R. W. Tunstall and James H. Dillard were elected joint principals, but the latter resigned in 1887 to accept a flattering offer in St. Louis, Missouri, as president of Mary Institute, from which place he was called a few years afterward to the professorship of Latin in Tulane University, New Orleans. R. W. Tunstall was sole principal from 1887 to 1900, when he resigned to accept the professorship of Latin and Greek at Tome Institute, Port Deposit, Maryland. J. F. Blackwell, who had been his first assistant for 11 years, was elected principal in May, 1900. The present board of trustees consists of the following gentlemen: Richard H.

Baker, Sr., president; Hon. William Lamb, vice-president; Smith N. Brickhouse, William W. Chamberlaine, George W. Dey, Judge D. Tucker Brooke, Dr. Douglas C. Cannon, Judge F. M. Whitehurst, John B. Jenkins, Judge T. S. Garnett, H. B. Bagnall, and George Chamberlaine, secretary and treasurer.

The Norfolk Academy has had but one endowment in all its long history, this having been made by Dr. Augustine Slaughter, with the understanding that one or two poor boys should be educated annually from the interest derived from this sum, amounting to $4,454.17.

By an order of the court, this sum was used, together with other funds, in the erection of the present building and a deed of trust upon the property executed by the trustees of the Norfolk Academy. In lieu of interest upon this mortgage, the academy has ever since educated from six to 10 boys annually free of charge. It will thus be seen that the Norfolk Academy has maintained its high character from tuition fees alone, which, in consideration of the moderate charges—$60 to $80 per annum—is rather remarkable. It seems strange that no public-spirited alumnus or philanthropist, except Dr. Slaughter, has seen fit to endow this school, which has been such a power for good in Norfolk and its vicinity, and it is to be hoped that its needs in this line will not very much longer remain unsatisfied.

NORFOLK'S LIBRARIES.

The recent handsome gift of Andrew Carnegie to Norfolk for the erection of a library building did much to increase the large and growing interest in the Norfolk Public Library, which, though not generally known, has been in existence for nearly three-quarters of a century, but not without some interruptions. Some of this history has never been put before the public, and to give it just at this time will serve to make it doubly interesting.

While there were many private libraries of value known to have existed in Norfolk in the early part of the nineteenth centry, conspicuously those of Gen. Robert B. Taylor, Hon. Littleton W. Tazewell, Hon. William Wirt, Hon. William B. Lamb and others, there is no public library known to have been in the city of Norfolk before March 22, 1827, when the Lyceum was opened through the exertions of Hon. William Maxwell, one of the most distinguished lawyers that Virginia ever produced, and who in late years left Norfolk for Richmond to become the editor of the *Virginia Historical Register*, and manager of the Virginia Historical Society.

The Lyceum was erected on the north side of Wolf street, which then ran, as now, from Catherine (now Bank) to Cumberland. There was a small lane to the east of it, which has since become Chapel street, running through from Wolf to Freemason.

Besides having a circulating library, the building was used for public lectures and meetings of literary associations. The library lasted over a decade, when it was sold, and the building was purchased by the Odd Fellows, who enlarged it by putting a second story on the same. The building was subsequently destroyed by fire.

Some twenty years after, there was a library established by the Washington Institute, which flourished for a while, but was broken up by the fever of 1855.

In August, 1870, the Norfolk Library Association was organized and Dr. Samuel Selden elected president. In October, 1872, it was chartered by the Circuit Court, and Dr. William Selden was selected president. He was followed in the presidency by a number of other leading citizens, and the library flourished; but it was moved from the Norfolk Academy to the Young Men's Christian Association Building on Main street, against the judgment of many of those interested. It remained there a very short time and was then moved to the present library building. The move from the Norfolk Academy, where the rent was free, proved very disadvantageous,

and after the subscriptions were all paid up the income was insufficient to keep the library going, and it was about to be sold in 1804 for debt, when, with the consent of the stockholders, the books were transferred to a few gentlemen upon the condition that they would pay the debts of the institution and organize a public library. Col. William Lamb was elected president and John L. Roper vice-president of the new organization. William H. Sergeant was elected librarian, a most fortunate selection, as he gave for a very small remuneration the benefit of his experience as the former librarian of the Mercantile Library of Baltimore. In getting the charter from the legislature, the president had inserted authority for the Councils of the city of Norfolk to appropriate a sum not exceeding $5,000 a year toward the support and maintenance of the library. After the adoption of the charter, the Councils were persuaded to appropriate $1,500 a year, and they have continued it to the present time.

The library has gone on increasing, and the attendance in the year 1900 amounted to 53,000, and 26,000 volumes were given out.

The librarian and his efficient assistant are to a great extent the instructors of our young people in their search after knowledge, especially in their assistance to the young in preparing essays, orations and debates, and they have made the library the capstone of our public school system.

Recently Mr. Myers, one of the directors, wrote Andrew Carnegie and asked that he extend the same generosity toward this community that he had to others in the matter of a library, and he responded very promptly through his secretary that he would give the city of Norfolk $50,000 towards the erection of a library building if the city would guarantee an appropriation of $5,000 a year toward the support of the library and a suitable site.

Colonel Lamb, president of the Norfolk Public Library, went before the Councils and requested them to make this appropriation and to request Mr. Carnegie to make the gift through this institution, which already possessed a most valuable library, and whose president and directors were the trustees for the benefit of the public in the conduct of the library without any reward, except their satisfaction in contributing to the entertainment and instruction of the community by offering them the benefits of a well-conducted library, and both Councils responded favorably by a unanimous vote.

At the same time, through a favorable decision of the Supreme Court of Virginia in the case in which the late H. D. Van Wycke was interested, he left through his executor, Capt. W. W. Old, about $15,000 toward the purchase of a lot for the public library.

It is now only a question of a short time before the city will have a public library building for a well-conducted library, which will be a source of great pride to the community.

There are three collections of books accessible to the public at Norfolk—the library of the Norfolk Library Association, 8,000 volumes; the Norfolk Y. M. C. A. Library and the Law Library of the Norfolk and Portsmouth Bar Association.

CHAPTER XIII

CHURCHES AND BENEVOLENT ORGANIZATIONS

THE CHURCH OF ENGLAND IN THE COLONY OF VIRGINIA—ELIZABETH RIVER PARISH—THE PARISH DIVIDED INTO ELIZABETH RIVER, PORTSMOUTH AND ST. BRIDE'S PARISHES—ST. PAUL'S CHURCH AND NORFOLK LONG AGO—OTHER PROTESTANT EPISCOPAL CHURCHES IN THE COUNTY.

THE CHURCH OF ENGLAND.

The Church of England was the Church of the Colony of Virginia and Governor Wyatt's instructions under date of July 24, 1621, required him "To keep up religion of the Church of England as near as may be."

The Act of the General Assembly of March 5, 1623-24, provided:

That there shall be in every plantation, where the people use to meete for the worship of God, a house or roome, sequestered for that purpose, and not to be for any temporal use whatsoever, and a place empaled in, sequestered only to the buryal of the dead.

That whosoever shall absent himselfe from divine service any Sunday without an allowable excuse shall forfeit a pound of tobacco, and he that absenteth himselfe a month shall forfeit fifty pounds of tobacco.

That there be an uniformity in our Church as neere as may be to the canons in England; both in substance and circumstance, and that all persons yield readie obedience unto them under paine of censure.

That the 22nd of March be yearly solemnized as holliday, and all other hollidays (except when they fall two together) betwixt the feast of the annunciation of the blessed virgin and St. Michael the archangel, then only the first to be observed by reason of our necessities.

That no minister be absent from his Church above two months in all the Yeare upon penalty of forfeiting half his means, and whosoever shall absent above fowre months in the year shall forfeit his whole means and cure.

That whosoever shall disparage a minister without bringing sufficient proofe to justify his reports whereby the mindes of his parishioners may be alienated from him, and his ministry prove the less effectual by their prejudication, shall not only pay 500 lb. waight of tobacco, but also aske the minister so wronged forgiveness publickly in the congregation.

That no man dispose of his tobacco before the minister be satisfied, upon pain of forfeiture double his part of the minister's means, and one man of every plantation to collect his means out of the first and best tobacco and corn.

The 22nd of March was set apart as a holiday in commemoration of the escape of the Colony from entire annihilation by the terrible massacre by the Indians on the 22nd of March, 1622.

The fees of ministers for marriage were two shillings and for burying, one shilling. Their deportment was regulated by law, which prohibited them from drinking to excess, spending their time idly by playing at dice, cards or any other unlawful game; and they were enjoined to occupy themselves with honest studies, to excel others in purity of life and be examples to the people. They were required on every Sunday before the evening prayer for an hour or more to instruct and catechise children. Parents and masters who neglected to send children to Sabbath-school were censured by the courts.

From the earliest records of Lower Norfolk County there was a church at Lynnhaven near the home of Capt. Adam Thorogood. At a session of the County Court held on the 21st of November, 1638, in compliance with an order from the "Governor and Council for the building and erecting of a Church in the upper part of this County, with reference to the Commander and Commissioners of the said Court for the appointing of a place fitting and convenient for the situation and building thereof," the court appointed Capt. John Sibsey and Henry Sewell a committee to carry out the order, and the church was located on Mr. Sewell's land on a site donated by him for the purpose.

At the court held on the 15th of May, 1637, it was ordered that John Wilson, minister of Elizabeth River Parish, should solemnize bans of matrimony between the parties therein named, so I conclude that he was the first minister of the parish. He had a hard struggle with poverty, his tithes were unpaid, judgments for his debts were obtained against him which he was unable to pay, and with the prison staring him in the face, he died in 1640. The sheriff was directed to take charge of his estate, collect the tithes due him and pay his debts, and it was ascertained that only two men in the county had paid their tithes for the previous year.

Notwithstanding this condition of affairs, Rev. Thomas Harrison became an applicant for minister of the parish and was appointed by the court, on the 6th of July, 1640. Lieut. Francis Mason and Thomas Mears qualified as church wardens of Elizabeth River Parish.

On the 25th of May, 1640, the County Court ordered: "Whereas the inhabitants of this parish being this day confronted for the providing of themselves an able minister to instruct them concerning their souls hereat, Mr. Thomas Harrison, Clerk, hath tendered his services to God and the said inhabitants in that behalf which his said tender is well liked of, with the general approbation of the said inhabitants, the parishoners of the parish Church at Mr. Sewell's Point who to testify their zeal and willingness to promote God's science do hereby promise and the Court now sitting doth likewise order and establish the same to pay 100 pounds yearly to the said Harrison salary as long as he shall continue minister to the said parish, a recompense of his pains and in full satisfaction of his rates (tithes) within the limits which is to be paid to him as follows: Captain John Sibly, Lt. Francis Mason, Mr. Henry Sewell are to pay for themselves and the inhabitants of this parish for Capt. Willoughby's plantation to Daniel Tanner's Creek thirty-two pounds, ten shillings sterling. Mr. Cornelius Lloyd, Mr. Henry Cotten and Job Hill are to pay for the inhabitants of the Western Branch and Carney Point thirty-three pounds sterling. Mr. Wm. Julian, Mr. John Gatier, Ensign Thomas Lambert, Thomas Swayn, Thomas Meare and Ira Atkins are to pay thirty-six pounds sterling for the inhabitants from Daniel Tanner's Creek and of all the Eastward and Southward Branches. In testimony whereof we the said undertakers have hereunto subscribed our names.

* * * * * * * * * *

"Whereas there is a difference among the inhabitants of the aforesaid parish concerning the employing a minister being now entertained to have among them the inhabitants from Daniel Tanner's Creek and upward the three branches of the Elizabeth River, in respect they are the greatest number of teachable persons not thinking it fit and equal that they should pay the greatest part of one hundred pounds, which is by aforesaid Act alloted for the minister's annual stipend unless the said minister may teach and instruct them as often as he shall teach the parish Church at Mr. Sewell's Point. It is therefore arranged amongst said inhabitants that the said minister shall teach every other Sunday amongst the inhabitants in Elizabeth River at the house of Robert Glascock until a convenient Church be built and erected here for God's science which

is agreed to be furnished at the charge of the inhabitants of Elizabeth River before the first day of May ensuing." It was not finished, so the court ordered its completion and services were held in it in October, 1641.

When Henry Sewell died, his wife soon followed him to the grave. They were buried under the chancel of the church and Rev. Mr. Harrison performed the last sad rites and for his services charged 1,000 pounds of tobacco, for which he sued the administrator, and the court gave judgment and ordered the tobacco to be paid in 10 days. Rev. Mr. Harrison became imbued with Puritanism and on the 15th of April, 1645, charges were preferred against him by Mathew Phillips and Thomas Ivey, church wardens of the parish, "For not reading the book of common prayer and for not administering the sacrament of baptism according to the canons and order prescribed, and for not catechising on Sunday in the afternoon according to Act of the Assembly." The matter was transferred to the Quarter Court at James City for trial; but Mr. Harrison shortly afterward moved to Plymouth, Massachusetts.

August 10, 1648, Capt. John Sibsey, Francis Mason, Thomas Lambert, John Hill, Cornelius Lloyd, Henry Catlin and Thomas Sayer, vestrymen of Elizabeth River Parish, met and elected Mathew Phillips, Thomas Browne, John Fferinghaugh and Thomas Ivy to fill vacancies in the vestry. They adjourned to meet in October, when they added Sheriff Richard Conquest to their body and directed that Rev. Richard Powis, who had been preaching to the inhabitants of the parish for about four years, should have and receive one year's full tithes in tobacco and corn. John Hill and William Crouch were elected churchwardens for Elizabeth River Parish. In 1649 William Crouch and James Warner were churchwardens.

The churchwardens were required to keep the church in repair, provide books and ornaments, to collect minister's dues, and render an account of disbursements, to present to court blasphemous, wicked and dissolute persons, to cause vestries to be summoned to meet within one month after receiving order for processioning land, to give notice at church of persons and times appointed to procession, to examine in presence of vestries, and compare with the originals, the registers of returns made by processioners, and certify the same, to bind out by order of court children of poor persons unable to maintain or educate them.

The law required that 12 of the most able men of each parish should be chosen by the major part of the parish to be a vestry, out of which number the minister and vestry were to make choice of two churchwardens yearly.

On the 17th day of January, 1734, Rev. Moses Robertson, John Ellegood, churchwarden, Col. George Newton, Maj. Samuel Boush, Stephen Wright, John Corprew, Thomas Wright and Willis Wilson, Gents., vestrymen, conveyed to Samuel Smith the Glebe, now embraced in the city of Norfolk. On the 5th of March, 1761, the General Assembly at Williamsburg, Virginia, upon the petition of the inhabitants setting forth the great inconveniences of so large a parish, divided Elizabeth River Parish into three distinct parishes from the 1st of May, 1761. All that part of the old parish lying northward and eastward of the Elizabeth River and the Eastern Branch was to retain the name of Elizabeth River Parish. All that section between the Eastern and Southern Branches of the Elizabeth River, running up New Mill Creek to Rothery's Mill, thence south 30 degrees west to the great Dismal Swamp, as far as the line dividing the Colony from North Carolina, and then down the said line to the line of Princess Anne County, thence along that line to the Eastern Branch, was named St. Bride's Parish. And all that section west of this parish was named Portsmouth Parish. St. Bride's alludes to the spiritual marriage of St. Catharine who, according to legend, had the bridal ring placed on her finger by our Savior in his childhood. As St. Catharine was never married *corporcally*, she has been called the "Bride of Heaven," that is "Saint Bride." The vestry of the old Eliza-

beth River Parish having been guilty of illegal practices oppressive to the inhabitants was dissolved, and all the acts were declared null and void. The sheriff was directed to advertise one month before the 8th day of June a convenient time and place where the freeholders and house-keepers of the parishes, respectively, should meet and elect 12 of the most able and discreet persons of the respective parishes to be vestrymen. The vestry of St. Bride's Parish was directed to sell the glebe land of the old parish and divide the purchase money between the three vestries to be applied toward purchasing glebes in their respective parishes for the use and benefit of the ministers.

The vestry of the old parish, having levied and collected considerable money to build walls around the churchyards, was directed to make division thereof between the three parishes in proportion to the number of tithables in each parish, to be used toward building churches and such other public uses as the vestries should think proper. The first election for vestrymen in the three new parishes resulted as follows:

ELIZABETH RIVER PARISH.

	No. of Votes.		No. of Votes.
Mathew Godfrey	201	Saunders Calvert	157
John Hutchings	193	Lewis Hansford	146
Joshua Nicholson	188	Charles Sweny	144
George Abyvon	181	Christopher Perkins	133
Robert Tucker	171	John Tucker	131
William Orange	167	William Ivy	109

June 4th, 1761.

PORTSMOUTH PARISH.

	No. of Votes.		No. of Votes.
John Tatem	281	George Veale	219
Thomas Creech	280	Thomas Veale	219
James Ives	279	Thomas Grimes	169
John Ferebee	279	William Crawford	159
Giles Randolph	273	Jeremiah Creech	129
John Herbert	253	Richard Carney	128

June 5th, 1761.

ST. BRIDE'S PARISH.

	No. of Votes.		No. of Votes.
John Portlock	251	Samuel Happer	232
Robert Tucker	250	James Wilson	228
James Webb	249	Henry Herbert	205
Joshua Corprew	249	John Wilson	186
William Smith	240	Malachi Wilson, Jr.	176
Thomas Nash, Jr.	239	William Happer	155

June 6th, 1761.

These vestrymen-elect subsequently appeared in court and qualified by taking and subscribing to the following oaths:

I, _____, do declare, that I do believe that there is not any transubstantiation in the sacrament of the Lord's supper, or in the elements of Bread and Wine at or after the consecration thereof by any person whatsoever.

I, _____, do declare that I will be conformable to the doctrine and Discipline of the Church of England.

As provided in the Act of General Assembly dividing Elizabeth River Parish into three, Henry Herbert, William Smith, John Portlock, Thomas Nash, Jr., James Wilson, Joshua Corprew and John Wilson, vestrymen of St. Bride's Parish, sold the glebe land at public auction to John Tucker for three pounds and six pence per acre, 172 acres, amounting to 520 pounds and six shillings,—their deed is dated October 20, 1761.

August 1, 1763, William Smith and Ann his wife conveyed to James Pasteur, minister, John Portlock, churchwarden, and James Webb, Joshua Corprew, Robert Tucker, Jr., Thomas Nash, Jr., Samuel Happer, William Happer, Malachi Wilson, Jr., John Wilson, James Wilson, Jr., and Henry Herbert, vestrymen of St. Bride's Parish, 200 acres of land in said parish for £350.

October 12, 1765, Samuel Boush and Catharine his wife, in consideration of £125, conveyed to Rev. Thomas Davis, minister, William Orange and Joshua Nicholson, churchwardens, and John Hutchings, Sr., William Ivy, Robert Tucker, George Abyvon, Lewis Hansford, Mathew Godfrey, John Willoughby, John Hutchings, Jr., and Paul Loyall, vestrymen of Elizabeth River Parish, four lots or two acres of land known by the numbers 49, 50, 57 and 58.

In connection with the above, the following receipt will be of interest:

Rec'ed 30th Janry 1775 from Captain A. B. C. (Executor), by the Hands of Mr. Tabb forty shillings for preaching a sermon at the funeral of the late X. Y. Z.
THOS. DAVIS.

In 1764, Thomas Nash and Samuel Happer were churchwardens for St. Bride's Parish; Mathew Godfrey and Lewis Hansford for Elizabeth River Parish; and Thomas Creech and Amos Etheridge for Portsmouth Parish. In 1767, John Whiddon and John Corprew qualified as vestrymen for St. Bride's Parish. In 1771 Arthur Boush and Matthew Phripp qualified as vestrymen for Elizabeth River Parish,—in 1772, John Taylor was elected vestryman for the parish.

On the 17th day of December, 1773, the County Court ordered the sheriff to "Advertise the Parish land and negroes will be hired out on the first of January next." William Happer and John Corprew were churchwardens for St. Bride's Parish in 1774, and Mathew Phripp and John Hutchings for Elizabeth River Parish in 1775.

Under the Commonwealth the vestries of Portsmouth and Elizabeth River parishes were dissolved and new vestries ordered before April 1, 1779. Pursuant to this, January 18, 1779,—"This day Thomas Veale, John Herbert, Samuel Veale, John Morris, William Baily, William Booker, George W. Burgess, John Baine, William More, David Porter, Joshua Miers and John Powers took the oath of vestrymen of the Parish of Portsmouth and entered upon the duties of their office." And on the 18th of March, Mathew Godfrey, James Taylor, Mathew Phripp, Thomas Newton, Jr., Paul Loyall, George Abyvon, John Tabb, Goodrich Boush, John Willoughby and Pruson Bowdoin took the oath as vestrymen of Elizabeth River Parish and entered upon the duties of their office. These were the first church officials in Norfolk County who qualified under the Commonwealth of Virginia. On the 16th of October, 1783, Isaac Luke and William Porter qualified as vestrymen of Portsmouth Parish.

On the 16th day of July, 1784, James Taylor, Gent., produced to the County Court an account of the hire of the negroes belonging to the several parishes in the county, amounting to £81, 19s. 7d.; after deducting sundry expenses, it was ordered that the said Taylor should pay to the churchwardens of each parish their proportion of the said money in his hands. On the 19th of September, 1788, Paul Proby and Paul Loyall were ordered by the court to pay the overseers of the poor £7, 11s. 1½d., the balance in their hands, and to collect the money due for the hire of the parish negroes for 1785, and the clerk was directed to deliver them a copy of the said account of the hire of the negroes.

St. Paul's Protestant Episcopal Church.

NORFOLK LONG AGO AND ITS OLD MOTHER CHURCH.
A lecture delivered in St. Paul's Sunday-school room May 12, 1879, by Col. William Lamb at the request of the Ladies' Parish Aid Society of St. Paul's Church, Elizabeth River Parish.

I would not presume to come before this or any other audience in the capacity of a public lecturer of my own volition, but I was invited by the ladies of the Parish Aid Society to deliver one of this course of lectures, and I thought it my duty to accept. I have come, however, with no such interesting or instructive literary or scientific effort as you have heard from the distinguished gentleman who has preceded me, but with a plain story of Norfolk Long Ago and its Old Mother Church, with some common place incidents in a boy's life associated with old St. Paul's.

I have chosen this subject because I had a right to feel that all who would assemble here this evening must be more or less interested in that ancient, ivy-covered building, from its broad foundation, to its sheltering eves, where the sparrows build their nests, up to the peaks of its homely gables and in every thing connected with its history and surroundings. That

Old Church and its God's acre compose our Westminster Abbey. Here the worthy forefathers of Norfolk sleep. It is true they had no titles in the books of heraldry, but the ties of consanguinity and marriage gave them titles more precious to the loved and loving ones than any that Parliament, or King or Queen, could possibly bestow.

In 1680, an Act was passed by the Colonial Assembly of the Colony of Virginia for the purchase of 50 acres of land at convenient points in the Colony, "for the establishment of towns for the encouragement of trade and manufacture."

Under this Act 50 acres were purchased August 16, 1682, from Nicholas Wise, a house carpenter of Elizabeth River Parish, in the county of Lower Norfolk, by Capt. William Robinson and Lieut.-Col. Anthony Lawson, feofees, in trust for said county, for and in consideration of the sum of 10,000 pounds of good merchantable tobacco and caske. The grant embraced all the land on the Elizabeth River from the eastern to the western limits of the present Main street, bounded on the north by Back Creek, which at that time flowed from the river eastwardly nearly to Church street. Its owner, Nicholas Wise, could not write his name, so he made his mark to the deed, and affixed his seal in the presence of four witnesses. This was the first of "Norfolk Towne."

In 1705, a considerable population had been attracted to this place by its favorable situation for health and trade, and in October of that year Norfolk was incorporated as a town.

In September, 1736, Norfolk Borough was established by royal charter, it being considered by King George II a healthful and pleasant place, commodious for trade and navigation. Samuel Boush, Gent., was appointed mayor under the charter, but he died before qualifying, and in November following George Newton, Gent., was elected to fill the vacancy. In 1739, three years after the borough was incorporated, our Old Church was built, as we learn from the date on its southern gable.

Forrest in his "History of Norfolk," published in 1853, says: "Samuel Boush, Esq., the first mayor of the Borough of Norfolk, three years after his appointment, presented to the parish the grounds occupied by St. Paul's Church, including the old graveyard. The initials of his name may be seen in large capitals in the brick work of the south end of the church with the date 1739." Bishop Meade in his "Old Churches of Virginia," published in 1857, in speaking of the vestry in 1749, says: "Among the first was Col. Samuel Boush, who gave the land on which St. Paul's and its graveyard stands, and whose tombstone, at the door of the church, tells where his body lies." In December, 1828, when the trustees of Christ Church refused Dr. French the use of the Old Church of which they were temporary custodians, they said: "That this property, as they are advised, was a donation from Mr. Samuel Boush for the exclusive use of the congregation of the church they represent and none other, under a forfeiture of the same." These statements were made in good faith from tradition, but the record contradicts them.

Mr. Forrest makes Mr. Boush, the first mayor of our borough, present the land three years after his decease, while Bishop Meade makes the son, Colonel Boush, the donor. The trustees of Christ Church seem to have been advised that it was a gift or legacy from the father to the parish upon certain conditions. Now neither Samuel Boush, Sr., nor his son, Colonel Boush, could have given or devised this land except by deed or will of record in the clerk's office of Norfolk County, and I have diligently searched the complete records of deeds and wills from 1680 to the will of Colonel Boush recorded in 1759; neither father nor son gave any land to Elizabeth River Parish within the limits of Norfolk County. I found from the deed of Peter Malbone,—conveying to his daughter, Apphia Malbone, "A

lott of land in Norfolk Towne ½ acre beginning at a white stone, the southernmost cornerstone of my first lot, next to the Church,"— that a church stood, August 19, 1720, in the church grounds, where we now are and not far from the present Cove street. The deed of Col. Samuel Boush to Capt. Simon Hancock, November, 1737, and the deed of Peter Malbone to Capt. Nathaniel Tatem, November, 1738, also show that the first church was standing next to and north of Malbone's land, and on Church street, which last recital contradicts the tradition that the present church, erected in 1739, gave the name to Church street. Undoubtedly when the corporate limits were extended under the charter of 1736 to Town Bridge, the present Church street was laid out and given its name from the former church, which was then taken down after the erection of the present one.

Having found that this cemetery was not the gift of Samuel Boush, let us inquire when it was dedicated to the dead.

By a general law, passed in the Colony in 1667, the right was vested in the County Courts, when expedient, to set aside and appropriate not more than two acres of land for church and burial purposes. As one and three-fourths acres is the area of this cemetery, it was doubtless thus appropriated to its present uses. "Norfolk Towne" was laid out in 1682, and soon became inhabited. Capt. Samuel Boush gave a chalice to the "Parish Church of Norfolk Towne," in March, 1700, showing that a church must have been erected. But in 1686, 14 years before this and four years after the town was laid out, Francis Lord Howard, Governor, gave "with the advice and consent of the Counsell of State" 100 acres of land adjoining Norfolk for a glebe for Elizabeth River Parish.

As these glebes, together with the payment of tithes of tobacco and corn, were for the support of the minister and church in each parish, it is not reasonable to suppose that 1686 is the date of the erection of the first church on these grounds, 53 years before the present structure was built? Tradition informs us that Col. Samuel Boush imported and gave the bricks toward the erection of the present church. It may be that he had the initials of his father's name put upon the southern gable as a memorial of one who had been so long and so conspicuously associated with the parish; or the vestry may have put his initials there in consideration of his liberality. Whether they were intended for the initials of father or son, the history of Elizabeth River Parish, from 1700 down to the Revolution, shows no name more worthy of being thus perpetuated than that of Samuel Boush. Three generations of the same name during that period were prominent in the affairs of the parish.

There is no doubt that this graveyard has been the burial-ground of our fathers for nearly 200 years. Tradition so reports it, and I have conversed with our oldest people and they have never heard of any other used before it. I called on old Capt. Edward L. Young a few weeks before his recent death. He was in his 97th year, and for more than half a century had occupied positions which made him familiar with the topography of Norfolk and its surroundings. Although his physical sight was gone, his mental vision was unimpaired, and he was very positive that no public burial-ground existed prior to the establishment of this cemetery for Norfolk. If there had been, he would undoubtedly have found some evidences of it while he was the public surveyor for the borough and city of Norfolk. I have been repeatedly informed that tier upon tier of coffins have been unearthed in this yard by the sexton when digging graves previous to the establishment of Cedar Grove Cemetery. There is no monument to be found, except the two recently brought from James River, with a date anterior to 1744, and one with this date was removed from the private burial place of the Taylor family, which was on the site of the present Custom House lot. But the absence of ancient monuments proves nothing against the claim that this was the original God's acre of "Norfolk Towne," for within the memory

of some of our present inhabitants two thirds of the monuments which were in this yard in their day have disappeared. Many were doubtless destroyed and carried away during the occupancy of our Old Church and its graveyard by British troops during the Revolution, and some from being constructed of soft sandstone have crumbled with age. There were numberless graves in this yard that never had a headstone, for tombstones at that early day had to be imported and were necessarily expensive.

A century and more ago it was a common custom to have family vaults for burials adjoining the residences of the wealthier class of citizens. The remains of some of them can still be found in different parts of our city, and in my boyhood gave rise to many negro superstitions of haunted houses. It seems a strange taste to us in these modern times, when more than two generations of a family seldom occupy the same residence, but the early days of our town and borough were the days of primogeniture and entails. When men accumulated wealth they did not have the present thirst for public notoriety. Official position was not then the gift of the multitude. Commissions came 3,000 miles across the sea, and were often brought by the fortunate recipients of royal favor. Our solid forefathers sought to found a name in the community in which they lived by establishing a home for their descendants. They built for themselves substantial residences, surrounded by convenient out-houses and enclosed by brick walls, storm proof against the equinoctial gales; and when their loved ones died, they buried them in a family vault in the garden, under the shadow of their roof-tree, and away from the crowd's ignoble strife. We do not think these houses of the olden times would suit our habits and customs now, but they were grand old establishments. I can recollect some of them before the light of other days had clean gone out on the old hearth-stones, and their memory has been mellowed and hallowed by time. I recall one representative home, standing at a corner, with its thick walls, two stories and a half high. A broad wainscoated hall running through the building; a capacious parlor with its brass andirons and lion-legged fender on one side; a sunny sitting room and a big hospitable dining room on the other; the broad sideboard, as dissipated-looking as the tap room of an old time country tavern; no carpets, but waxed hard-pine floors, with an occasional rug, and on the large one in the dining room its constant companion, the house dog; no counterfeit chromos nor daubs with Dutch gilt frames disfigured the walls, but some masterpieces adorned the parlor, a pair of hunting scenes in water colors enlivened the dining room, while in the hall ancestors with pretty faces emerged out of indescribable dresses, with no waists to speak of, and intelligent and brave-looking gentlemen were narrowly escaping strangulation in villainous stocks. Upstairs was redolent with rose-leaves in vinegar; the bed rooms, with great, high-post bedsteads, with curtains defying the changes of temperature without. The kitchen, a Dutch-roofed, one-story brick house, with tremendous chimneys at either end, sufficiently far from the mansion to prevent the smell of cooking even with a favoring wind; and a large square smoking-house, where the family bacon was cured, stood in the paved yard; then there was the stable for the horse and the inevitable cow, which an English poet said every lady in Norfolk kept somehow; the wood-shed with its autumn-pile, reminding one of a steamboat landing on the James River in the olden time. Then the flower garden flanking the residence, with the old-fashioned lilacs, snow balls, wall flowers and roses; and the big back garden for vegetables, with a stray sunflower or two, and in it, enclosed by a forbidding wall, the family burial vault. We do not believe your modern cook, with all her cooking stoves and patented contrivances, could ever reach the perfection of those old Virginia negroes who presided over the old-time kitchen. And such a kitchen! The capacious chimney, large enough to roast an ox, with the huge crane that could swing pots enough to boil the oil for Mor-

giania to scald the "Forty Thieves," with the back-log of oak smouldering away, and the hickory sticks cracking, singing and treading snow in front. How the Lynnhavens would open their mouths before that fire! And the steak and chops and cuts of venison would broil superlatively on those living coals! The dinners of our forefathers often gave the gout, but dyspepsia, never.

Of a wintry night, when the December winds would howl around the old Dutch-roofed kitchen, how the old Guinea negro nurse would make the white teeth of the piccaninnies chatter, and the older heads roll their eyes, when she would tell how on such a night, long time ago, she had seen with her own eyes "Old Massa," who was buried in the garden, come from the vault and walk around the lot, looking sad and distressed, because "Young Missis," who was of one of the first families in Virginia, had "done gone" and married one of the "poor white trash." And then the blasts of wind, stirring the leaves and slamming the blinds, would make those "darkies" start and listen, until they became so scared that none would go to bed that night, but break of day would find them fast asleep around the kitchen fire.

We admit with modern philosophers that the world has grown better with advancing years; we suppose that to doubt it would be to question the humanizing influences of Christianity, but in those days individual character was as grand and massive as it is now. Those sterling men who moulded our institutions have no superiors in our times. Doubtless the great mass of humanity had not attained the intellectual and spiritual elevation that has since been reached, but the professional and middle classes seem, looking at them through the vista of the past, to have had a solidity that we seldom find now. Like our Old Church many may have had a seemingly rude exterior, but they had all the elements of true greatness within. They had not become imbued with the modern idea of becoming great men, and leaving their foot-prints in the sands of time. They had the good sense to realize that few can reach the pinnacle of earthly fame; that their noblest work was to act well their part in their day and generation, for the winds of heaven will cover over, and the tides of ocean will wash out, all footprints on the sand before the moon can wax and wane. Where are the footprints left by the hundreds who now sleep silently around us? And yet, who would not rather choose the lot of many who lie in these forgotten graves, than of those who, to gain an earthly name, stirred from its depths man's mad ambition, deluged once smiling lands in human blood, and sowed the seeds of sorrow in countless broken hearts.

Like some aged Nestor, our Old Church has stood while a hundred and forty years have rolled over its head. It was erected in the Colony of Virginia which, under the fostering administration of Governor Gooch, was then peopling the lovely valley beyond the Blue Ridge with that splendid stock of Scotch-Irish, whose descendants have done so much toward the elevation of Virginia character. It was about the same time that the rich lands bordering on the Shenandoah were settled by the Germans from Pennsylvania, who long after retained their language, correct habits and simplicity of manners. Bancroft, the historian, in writing of this period, says: "The 18th century was the age of commercial ambition, and Virginia relinquished its commerce to foreign factors. It was the age when nations rushed into debt, when stock-jobbers and bankers competed with landholders for political power; and Virginia paid its taxes in tobacco, and alone of all the Colonies, alone of all civilized States, resisting the universal tendency of the age, had no debts, no banks, no bills of credit, no paper money."

It was the very year, 1739, that England declared war against Spain, and the "Mistress of the Seas," in sending her fleets to capture the Colonies of the discoverers of America, took the first step which led the way to the independence of her own.

France and Spain were allies, and the loyal

Colony of Virginia, and her principal seaport, Norfolk, sympathized with the mother country. The Indian wars had not then been incited upon our Western borders by the French, but the Colonists were in the midst of exciting times, for we find in the early records of the borough, in September, 1741, three years after the erection of our church, a resolution by the board of aldermen, that for the future the inhabitants of this borough shall, to prevent any invasion or insurrection, be armed at the church on Sundays, and other days of worship or Divine service, under penalty of five shillings. Imagine our present congregation attending church armed! The vestrymen passing the plates with swords dangling at their sides, and the squad of young men who balance themselves on the curbstone in Church street, when the people are passing out, each with his gun, presenting arms to the young ladies as they pass in review!

In 1746, we find the inhabitants of the borough manifesting their loyalty by a grand procession in celebration of the defeat of the Pretender, by His Royal Highness the Duke of Cumberland, at the battle of Culloden. It was a gay affair. They had an effigy of the Pretender seated in an arm-chair drawn in a cart, musicians of every description were in the crowd, and a nurse carrying a warming-pan with a child peeping out of it was an attractive feature of the occasion. A vast crowd came from the surrounding country to see the sights. The effigy was hung, liquor was plentifully distributed, salutes were fired and the borough illuminated. At night the effigy was burned, and the ladies were entertained with a ball. A correspondent of the *Williamsburg Gazette* wrote: "The evening concluded with innocent mirth and unaffected joy, becoming a people loyal to their King and zealous for their country's good."

The crowds from the surrounding country which are always reported at the fairs and celebrations in Norfolk in the olden time, remind us of an Act of the General Assembly in 1757, which teaches us a lesson that it would be well for our city fathers to heed. The Act recites that whereas most of the inhabitants are obliged to pass over the five ferries leading to Norfolk in order to get to church, court and general muster, and that by expenses of ferriage many poor people are prevented from bringing their small wares and commodities to the market of the borough, therefore a tax is levied and the ferries made free to all living in the county. Others, besides the inhabitants of the county, had to pay a small amount for the support of the ferries. In our boasted age of progress no one from the surrounding country can get to Norfolk for business or pleasure without paying for it. We are surrounded by a cordon of toll-gates and toll-houses. And in mentioning this fact, I mean no reflection on the public-spirited gestlemen who in the last decade have added much to the attractiveness of our surroundings by the substantial bridges and shell roads which lead into our city. While speaking of ferries, I would venture the opinion that if our forefathers in 1757 could revisit these scenes, nothing would excite their surprise more than the improvement in the means of transportation between Norfolk and Portsmouth, especially as managed by the present efficient superintendent of the ferry, Capt. William H. Murdaugh, of the United States and Confederate States navies, who has spared no efforts to add to the convenience, comfort and safety of passengers.

I am indebted to my friend William Portlock, clerk of the Circuit Court of Norfolk County, for finding for me in his office, when I had well nigh given up the search, the old vestry book of Elizabeth River Parish from 1749 to 1761. It is the only parish vestry book I know of in existence, between 1739 and the election of a vestry in 1832, upon the reinvestment of the Old Mother Church. The first record is dated October 18, 1749. Rev. Charles Smith was the minister from the time the vestry book commences, until it ends, upon the division of the parish in 1761, when he removed to Portsmouth, where Trinity Church was built the next year, 1762, which church

was rebuilt and enlarged in 1829. The Mother Church paid the minister 16,000 pounds of tobacco, and Tanner's Creek Chapel, 4,000 pounds of tobacco, annually. After 1753, the minister was allowed 4 per cent. for shrinkage.

The following appear as vestrymen at different periods between 1749 and 1761. In the first meeting was Col. George Newton, Col. William Craford, Col. Samuel Boush, Capt. William Hodges, Capt. Willis Wilson, Jr., Charles Sweny, Capt. James Ivy, Capt. John Phripp and Samuel Boush. The last two had just taken the place of John Scott and Capt. Samuel Langley, former vestrymen. To these were afterward added to fill vacancies from deaths and resignations: Capt. William Ivy, Col. Robert Tucker, Mathew Godfrey, James Webb, Thomas Newton, Maj. John Willowby, Capt. George Veale and Robert Tucker. Thomas Nash was clerk of Great Bridge Chapel, and the Southern Branch Chapel, and Sampson Powers, and afterwards Thomas Granberry, was clerk of the Western Branch Chapel. James Pasteur signs the proceedings as clerk of the vestry in 1751. In 1755 George Chamberlaine is clerk of the vestry of Tanner's Creek Chapel, and clerk of the Mother Church. October 9, 1750, at a meeting of the vestry, it was ordered, "That Capt. John Cook, Capt. John Phripp, Capt. Max. Calvert and Mr. Charles Sweny, shall have leave and are hereby empowered, to build a gallery in the Church in Norfolk Towne, reaching from the gallery of Mr. John Taylor, deceased, to the school-boys' gallery, equally betwix them, and their heirs forever to have and to hold." Ordered, "That Mr. Matt. Godfrey, Mr. Wm. Nash, Capt. Trimagan Tatem and Mr. Wm. Ashley shall have leave and are hereby empowered, to build a gallery in the Church in Norfolk Towne, reaching from the pulpit to the schoolboy's gallery, equally betwixt them, etc." In old times the people of quality seemed to have preferred the galleries both in the churches and theatres. Now the ground floor in the churches, and what was formerly the pit in the theatres, command the highest prices. So much for fashion.

Ordered, "That James Pasteur do have the bricks and timbers of the Old Church to build a house on the school land of such dimensions as shall be agreed upon betwixt he, the said James Pasteur, and those who shall grant him liberty to build on the said land." This same year Joseph Mitchell contracts to build a house for the vestry, 50 by 20, with a porch 10 feet wide and a chimney in the middle with four fire-places, which we suppose was for the poor of the parish. Dr. Archibald Campbell was employed by the vestry as the physician of the parish. The Old Church was a slaveholder at this time, and the vestry hired out Davy in 1750 for £8 15s., Soll for £6 10s. and Ishmael, Sarah and Nell at £1 10s. each.

At a meeting held October 8, 1751, the following interesting entry was made: "Received into the vestry Capt. George Whitwell, Commander of His Majesty's Ship 'Triton,' a silver-plate as a compliment for his wife, Mary Whitwell, being interred in the Church." And this reminds me of another piece of silver, a large flagron, given to the Old Church, the year after the division of the parish, which bears the following inscription:

The Gift of Christopher Perkins,
To the
Church of Norfolk in Virginia,
In Memory of Elizabeth, his wife,
Who was interred therein
1st September, 1752

How touchingly these beautiful gifts, now gone from the Old Church,* rtmind us of the beauty, the grace and the loveliness that lie forgotten here. O Death, in this world, thou hast thy sting! O Grave, in this world, thou hast thy victory!

October 20, 1756.—"Dr. John Ramsey came into the vestry and agreed to attend and administer physick, etc., to all the poor be-

*Strange as it may appear, these pieces of silver, although found, have never been returned to the Old Church to which they were given.

longing to this Parish, within two miles of the Borough of Norfolk, and if he crosses the ferry, his ferriages to be paid, for the sum of £20 per year, to commence from this day, to be in tobacco; but in case he doth not chuse to take tobacco at such price as the vestry shall rate the same, then the £20 is to be paid him in cash." October 30, 1759.—"The vestry agrees with Dr. John Ramsey, that for the future he is not obliged to administer medicine to, nor attend, any sick but those at the Poor House for the sallery formerly agreed on."

December 17, 1756, it is recorded: "Whereas the Poor House was burnt by accident (doubtless the house built by Mitchell in 1750), a new one is ordered to be erected near the same place 34 by 28, two windows in front and two in back, lower floor tiled and upper floor plank. Fire-place in each room. Bricks to be well burnt, and mortar made of three bushels of lime to one of sand."

October 24, 1758; the vestry were evidently opposed to tramps, for it is ordered: "That the clerk of the vestry do publickly advertise that all persons who shall hereafter take any strouling, sick or indigent person into their houses, without an order or the consent of the Churchwardens or any of the vestrymen for the time being, shall at their own cost bear all damages that shall accrue by reason of having so taken him."

November, 1759, was the date of the commencement of our cemetery wall, for we find it ordered: "That Mr. Matthew Godfrey and Mr. James Webb be continued Church Wardens for the ensuing year, and they are hereby empowered to let out the Building the walls round the Church Yards, to the lowest bidder at such time as they shall think proper." I judge from this order that the yard which Craford gave the parish in 1752, when he laid out Portsmouth, was included in the order, although the church was not erected for several years after this. I know of no other churchyards in the original limits of Elizabeth River Parish, except these two, which were surrounded by walls.

October, 17, 1760, it was ordered: "That Mr. Joseph Mitchell have the bricks of the Old Church, on condition that he clears the Churchyard of all the rubbish." I infer from this entry that Pasteur did not avail himself of the order passed 10 years previous, allowing him the bricks and timber of the Old Church, to build a house on the school land.

April 20, 1761.—The last meeting of the vestry in the original Elizabeth River Parish was held, and we copy the entire proceedings: "Ordered that Robert Tucker, Gent., apply to John Randolph, Esq., clerk of the House of Burgesses, for a copy of the law for dividing the Parish of Elizabeth River, and that the said Robert Tucker, Gent., deliver the same to Benj. Waller, Gent., for his opinion thereon, to know whether the poor belonging to the other Parishes in the Division, now at the Poor-house in this Parish, are not to be sent to the respective Parishes, asd whether the present vestry should not meet before the time of dissolution, to proportion the expense of the poor, minister's stipend and other necessary charges on the inhabitants, to be collected at the time of the collection by law appointed on the whole, as when the Parish was intire."

Thus end the records of the old vestry book, from which we have made these extracts, believing they would be of interest to you.

In 1759, there was considerable ill feeling in many of the parishes of Virginia, between the clergy and laity, because ministers were made to receive money instead of tobacco, for their salaries. Tobacco at that time commanded a high price and the clergy justly contended that as they were forced to receive tobacco when it was a drug on the market, they should be allowed to profit by any rise in its value. The records of this parish, however, show no controversy on this subject, and in 1764, an Act was passed by the General Assembly, allowing the minister to live in Norfolk and to have his salary paid in money, our lands having become too poor to produce tobacco to advantage. I would mention that in

1734, two years before the borough was chartered, an Act was passed authorizing the sale of 86 acres of the glebe, given by Lord Howard, on account of its unproductiveness, and the purchase of land elsewhere in Norfolk County. This glebe comprised within its limits that portion of our city lying west of a line drawn from the residence of one of our vestrymen, Richard H. Baker, Esq., to the home of the venerable Mrs. Keeling, on Bute street, as well as portions north of it.

Our fathers in the early days of the Old Church were loyal to the parent government, but it was not the loyalty that comes from fear, but that better quality which springs from filial love. They were justly proud of that constitutional monarchy, which made every man's home his castle, preserved to him and his offspring, life, liberty, and the undisturbed pursuit of happiness; with the writ of habeas corpus, trial by jury, and exemption from taxation without representation. When therefore repeated wars had burdened the mother country with debt, and made its inhabitants groan under taxation, Parliament in an evil hour sought by the passage of the Stamp Act and other unjust measures to wring from the Colonies, without their consent, a revenue to relieve the embarassment of the realm. True to their innate love of liberty and right, our Virginia fathers protested against this flagrant wrong. They organized in Norfolk, March, 1766, an association called "The Sons of Liberty" at a public meeting at the Court House, on Market Square, and Rev. Thomas Davis, rector of our Old Church, was chosen chairman.

A manly and patriotic protest, in the shape of a preamble and resolutioss, was unanimously adopted, and signed by 57 of the leading inhabitants of the borough, the secretary, James Holt, signing first and our minister next. They declared that, "Having taken into consideration the evil tendency of that oppressive and unconstitutional Act of Parliament, commonly called the Stamp Act, and being desirous that our sentiments should be known to posterity, and recollecting that we are a part of that Colony who first, in General Assembly, openly expressed their detestation of the said Act, which is pregnant with ruin and productive of the most pernicious consequences; and unwilling to rivet the shackles of slavery and oppression on ourselves and millions yet unborn, have unanimously come to the following resolutions:

1. Resolved, that we acknowledge our Sovereign Lord, King George III, to be our rightful and lawful King, and that we will, at all times, to the utmost of our power and ability, support and defend his most sacred person, crown and dignity; and will be always ready, when constitutionally called upon, to assist His Majesty with our lives and fortunes, and defend all his just rights and prerogatives.

2. Resolved, that we will, by all lawful ways and means which Divine Providence hath put into our hands, defend ourselves in the full enjoyment of, and preserve inviolate to posterity, those inestimable privileges of all free-born British subjects, of being taxed by none but representatives of their own colonies, and of being tried only by a jury of their own peers; for if we quietly submit to the execution of the said Stamp Act, all our claims to civil liberty will be lost, and we and our posterity become absolute slaves.

3. Resolved, that we will on any future occasion sacrifice our lives and fortunes, in concurrence with the other Sons of Liberty, in the American provinces, to defend and preserve those invaluable blessings transmitted by our ancestors.

4. Resolved, that whoever is concerned directly or indirectly, in using, or causing to be used, in any way or manner whatever within this Colony, unless authorized by the General Assembly thereof, those detestable papers called the Stamps, shall be deemed to all intents and purposes an enemy to his country, and by the Sons of Liberty treated accordingly, etc.

It is hard for us in this day to realize the exalted courage and patriotism of those men who thus declared in advance the great principles which were subsequently adopted in our Declaration of Independence, and upon which our American Republic was constructed. The people of Norfolk need not go to Virginia's ancient capital, or visit the plains of Yorktown, in search of consecrated ground, filled with the spirit of an unselfish patriotism and hallowed by the memories of heroic sacrifice. We stand on holy ground! The pastor and 56 of the congregation of the Old Church pledged their lives and fortunes to bequeath to us the great

principles of civil liberty, and they kept like true men their plighted faith to God and man. The battle-fields of the Revolution could tell that some of these gave their lives; and that they gave their fortunes, the smouldering ruins of their once happy homes in the old borough showed, on that dismal New Year's night, when yonder church was left alone to mark the spot of the most flourishing seaport in the American Colonies. The dust and ashes of many are now beneath the sod in this sanctuary of the dead, and the Old Church, with its battle scar, stands a fitting monument to those whose memories should never perish so long as liberty has her abode in the old borough they loved and served so well.

From this time forward British misrule was slowly but steadily advancing the cause of colonial independence, and yet in the midst of those thoughtful times, our forefathers had their sports and jolly good times. There was no sombre Quakerism or sour Puritanism apparently in the old borough. Here is a letter we find in the *Virginia Gazette*, published in Williamsburg in 1774:

NORFOLK, *May* 3d, 1774.

Yesterday was celebrated in this place the anniversary of St. Tamminy, the tutelar Saint of the American Colonies. At one o'clock a royal salute of twenty-one guns, from a battery erected for the purpose, ushered in the rejoicings of the day; and in the evening a grand entertainment was given at the Mason's Hall, by the Sons of the Saint, to which there was a general invitation, and the company exceedingly numerous and brilliant, consisting of near 400 persons. At six the ball was opened by one of our Burgesses in the character of King Tamminy, properly accoutered in the ancient habit of this country, at which time another royal salute was given. The ladies, whose fair bosoms on this occasion seemed more particularly animated with a generous love of their country, indulged the company with their presence till four in the morning, and after their retirement the Sons of St. Tamminy, according to the immemorial custom of the countries, encircled their King and practiced the ancient mysterious war-dance, so highly descriptive of the warmest attachment and freedom of spirit. The whole was conducted with the strictest decorum, and to the universal satisfaction of the assembly; while the cordiality with which the sons of the Brother saints, St. George, St. Andrew, St. Patrick, and St. David, entered into the general mirth of the evening, gave particular pleasure, and was truly emblematical of that happy Union which has long subsisted between the parent State and her Colonies, while Britain was *just* and America was *free*, and which every lover of his country would wish should still subsist for ages yet to come.

Think of the girls dancing until four in the morning in the month of May! Who would have imagined that our great-grandmothers could have been guilty of such dissipation! But they had an excuse for it, that the girls haven't got now; there were no street lamps in those days, and we don't blame them for not wanting to go stumbling home in the dark, even with a St. David, a St. George or a St. Patrick for a guide.

I have come now to the American Revolution, a most interesting period in the history of the Old Church, and while I would like to dwell upon it, to give in detail the accounts of the bombardment of Norfolk by the frigate "Liverpool" and other vessels of Dunmore's fleet, and to give you a picture of the scenes enacted within the walls of the cemetery, and how the women and children of the old borough, who had not been able to get away, gathered under the shadow of the walls of the Old Church, as in a citadel, to protect them from the shots of the enemy; but the history of that period would furnish material for a lecture in itself, and I have not time to dwell upon it. I would only mention one matter as associated with the Old Church. It is commonly reported that the British carried away the baptismal font, which was of marble, to Scotland. This we think is an error, arising from that fact that the communion plate was taken by the enemy to Scotland. It was doubtless a valuable service. Under Act XIV of the Colonial Assembly, Charles II, 1661-62, it was enacted that the churchwardens take care and be empowered during their churchwardenship "to keepe the church in repaire, provide books, and decent ornaments, viz: A great Bible, two common prayer books, a communion cloth and napkin, a pulpit and cushion this present year, and after annually, something toward communion plate, pulpit cloth and bell, as the ability of the parish will permit, etc." As

this was the wealthiest parish next to Bruton, at Williamsburg, in the Colony, there can be no doubt that the wardens had accumulated a fund which enabled them to get a beautiful and probably a massive communion service, which tempted the enemy to carry it home as a trophy.

Bishop Meade tells us in his "Old Churches of Virginia," in 1857, that some tidings of the communion plate had recently been received, and hopes are entertained of its recovery. Over 20 years have passed since then, and the Old Mother Church has not yet recovered her communion set, but the ladies of our congregation have in the last few years supplied the parish with a silver service, and the lost plate would be chiefly valuable now as a sacred relic of the past. "God moves in a mysterious way," and perhaps after an absence of a century the communion plate will be restored to the vestry of the Old Church from which it was taken during the Revolution.

No records have yet been found of the vestry of the Old Church since 1761. It is almost certain, however, that with the rebuilding of Norfolk after the surrender of Cornwallis at Yorktown, October, 1781, that the Old Church was soon repaired, and that after the meeting of the first convention in Richmond, in 1785, Rev. Walker Maury took charge and continued its minister until October, 1788, when he died in his 36th year, and was buried in this yard. After this comes the trying period in the life of the old parish church, which created much scandal, and contributed largely to building up the other Evangelical denominations, notably the Presbyterian, in the borough.

In 1789-91, Rev. James Whitehead appears in the several conventions, as minister of Elizabeth River Parish, Norfolk; after this the Old Church was not again represented until the convention in Alexandria, in 1832. It was during the ministry of Mr. Whitehead that a most unfortunate controversy occurred in the congregation of the Old Church concerning the rival claims of himself and Rev. William Bland for the possession of the edifice. Mr. Whitehead was a fine scholar, and had charge of the Norfolk Academy, was a leading Mason, and a gentleman of high social influence. He was also a man of property, if we can judge from the following squib in the *Norfolk Herald*, April 1, 1800: "It is understood that Parson W. owns some very valuable property in Water street, part of which is now a mere sink. If he will use his exertions to fill it up and make that part of the town passable, he shall have the prayers of his congregation." Bishop Meade said that from all accounts he had received, Mr. Whitehead was a worthy minister of the Gospel.

Parson Bland, as he was called, was a man of culture, an attractive preacher, very popular with some of the old families on account of his zealous patriotism during the Revolution, and an especial favorite with the sea-captains who frequented the borough, many of whom attended his week-day, as well as Sunday, services. He was unfortunately a man of strong passions, and not as temperate in his habits as he should have been while in Norfolk. It is said he would repeatedly exhort his congregation to do as he *told* them and not as he *did*. It is stated that the controversy between the rival parsons was carried on in the newspapers in Norfolk during the week, and also in the pulpit on the Sabbath, the same pulpit serving both ministers, the one in the morning, and the other in the afternoon; each party had their separate vestries who had respectively elected them rector. I have searched the files of all the Norfolk papers I could obtain from 1794 to 1800, but found no allusion in them to any controversy. As the diocesan conventions of 1789 and 1790 are reported to have decided in favor of Parson Whitehead's vestry, it may be the newspaper controversy took place at that time, but I could find no Norfolk papers of those years. I have it from a reliable source that the rivalry for the possession of the Old Church did not altogether interrupt the social relations of the two Episcopal parsons. Although Mr. Whitehead had much the larger proportion of the Episcopalians with him, and

had the recognition of the diocesan convention in 1790, yet he was unable to get complete control of the Old Church, and therefore sometime prior to the fall of 1798, he and his supporters left the Mother Church of Elizabeth River Parish in the undisputed possession of Mr. Bland, his vestry and friends. Mr. Whitehead and his congregation, after leaving the Old Church, worshiped in the Court House on East Main street. In the spring of 1800 he announced in the papers a subscription on foot for the building of an Episcopal Church, and the supporters of the new movement, after subscribing a sufficient amount for the purpose, erected a splendid building on the present site of the First Presbyterian Church. On St. John's Day, the 24th of June, 1800, the corner-stone of Christ Church was laid with Masonic ceremonies and a sermon preached by Mr. Whitehead in the Old Church, the proceedings ending with a sumptuous dinner at the borough tavern.

The establishment of Christ Church, Norfolk, was one of the grand results of religious liberty in Virginia. After the Revolution, it was natural that those who dissented from the doctrines of the Church of England should set up for themselves their own forms of church government, but this was the first example of a church in the Diocese of Virginia, Protestant Episcopal in faith but Congregational in government. It was an American idea, born of the principles of the great struggle for civil and religious liberty. Church and State had been divorced, but the men who projected this new movement were tired of the want of discipline under the old regime; they demanded the right to choose their own spiritual advisers, and while true to the doctrines of the English Church, they carried into ecclesiastical matters the principle they maintained in temporal affairs, of opposition to taxation without representation, and ignoring the old custom of the election of a vestry to govern the parish, they appointed a minister, trustees and other officers, by the votes of the pew-holders in general meeting assembled. And the experiment resulted in the establishment of a congregation, which has been an ornament and an honor to the Episcopal Church in Virginia for more than three-quarters of a century, abounding in exemplary piety and good works. But while cheerfully according our admiration, we cannot admit the claim of this congregation to be the Mother Church of Elizabeth River Parish. No! That belongs to our Old Church, who, although for awhile sleeping as deathlike as the dead around her, has now risen from her slumber to be our mother still. Had Mr. Whitehead's congregation left the old parish building under protest, and elected a vestry according to the canons of the Protestant Episcopal Church of Virginia, it might have had a strong claim to the title of the Mother Church, but it seems to be a thing impossible, that a congregation without a vestry, electing its minister and trustees contrary to canon law, could be the legal successor of the parish church, organized and governed strictly in accordance with the laws and customs of the English Church. What constitutes a parish church? Parishes under the colonial government had metes and bounds established by civil as well as ecclesiastical law, but the Act of the General Assembly of 1798 wiped out the last vestige of Church and State in Virginia, and with it the legal existence of parish divisions, except so far as their organization was preserved by the canons, customs and traditions of the Protestant Episcopal Church of Virginia. How then could a congregation ignoring all obedience to those canons, customs and traditions, so far as they related to parish government, justly claim to be the successor of a congregation which had never departed from them? This principle we think was recognized by the congregation of Christ Church in May, 1866, when by a vote of 56 ayes to 14 noes, they adopted the following resolutions, offered by Tazewell Taylor, Esq., viz:

Resolved . . . that the care and management of the Church be hereafter confided to a vestry of the Church, so to be chosen, and this Church shall

be hereafter governed as all other Churches of the Diocese similarly situated, according to the canons and laws of the Church, etc.

Resolved, that the pew-holders now proceed to elect nine vestrymen, pew-holders, who with the minister of the Parish shall be the vestry of the Church (Christ Church Parish), for the ensuing year until Easter Monday, 1867, or thereafter until their successors are elected and qualified to act.

Mr. Taylor was one of the ablest lawyers who ever adorned the bar of Norfolk, and no one more fully comprehended the use of the English language, and these resolutions from his pen show that he regarded his congregation as independent of Elizabeth River Parish, although within its bounds, for in these resolutions amending the constitution of the church, so as to make it conform to the canons of the Protestant Episcopal Church of the Diocese of Virginia, he gives the congregation the name of "Christ Church Parish." A few days after, May 7th, the newly chosen vestry selected him to represent this parish in the State Council. It is clear then from its own records, that Christ Church was never considered a parish, but a Congregational or Independent Episcopal Church in the diocese until May, 1866, when it called itself Christ Church Parish, and hence has no shadow of a claim to the title of the Mother Church of Elizabeth River Parish.

The services connected with the commemoration of the death of Washington were held in the Old Church on the 22nd of February, 1800, a full and interesting account of which I found in the *Norfolk Herald* of February 25 of that year. The procession, consisting of the military and civic societies of the borough and neighborhood, was the largest ever seen here up to that time, and filled the church to overflowing, so that a great concourse had to remain outside. There were no galleries in the church, those erected prior to the Revolution having been destroyed, and the present ones built subsequent to 1832, the sittings were confined to the ground floor. A sentinel admitted none but ladies in the church up to the arrival of the procession. Prayers were offered by Rev. Mr. Whitehead, an oration delivered by Dr. Read, the mayor, an original monody pronounced by Mr. Blanchard, an address made on behalf of the soldiers by Mr. Hiort of Captain Myers' company. After which the bier was deposited in the grave amid a solemn dirge by the band, and three volleys fired over it by the troops.

After the formation of the new congregation, Rev. William Bland continued his ministrations in the Old Parish Church until the 20th of May, 1803, when he died. Upon his death the congregation seems to have been scattered like a flock that had lost its shepherd. For a while the Old Church was occupied by our Baptist friends, until their new church was built on Cumberland street, and then by a colored congregation of the same denomination, and subsequently it was used as a Bible class and Sunday-school room for Christ Church, the trustees of that body holding the property by sufferance. July 1, 1831, at a meeting of the trustees of Christ Church, a communication was handed in by Mr. Steed from Rev. Dr. Ducachet on the subject of getting up another Episcopal congregation for the Old Church.

Whereupon it was unanimously "Resolved, That the trustees, so far as they are individually concerned, will rejoice to see the measure carried successfully into effect, and as individuals of the congregation of Christ Church, it shall receive their hearty concurrence and pecuniary support. As a body acting as the representatives of a very large portion of the Episcopalians in this Parish, they are willing, so far as their authority may extend, to grant the use of the Old Church for so desirable a purpose, not doubting but it will be approved by every Episcopalian among us. They trust, however, that suitable arrangements may be made to manage the temporal affairs of the Church and support of its minister, entirely independent of and free from any interference with the fiscal concerns committed to their charge; in other words, that the two churches and congregations in money matters must be kept entirely distinct, each depending on its own resource, and each to have a separate board of

trustees or wardens to attend to its interests." "Resolved, That a copy of the foregoing be handed to Rev. Dr. Ducachet."

Two things are very apparent from this action of the trustees of Christ Church; first, that they were unwilling to see the Old Church revived as a missionary effort, for which Christ Church would be in the least degree pecuniarily responsible, while they would be pleased to see a new and independent congregation of Episcopalians organized; secondly, that the trustees did not claim to represent all the Episcopalians within the bounds of Elizabeth River Parish, nor the ownership of the Old Church, but could only grant the use of it, so far as their authority might extend. April 24, 1832, 10 months after the above proceedings, we find a meeting of the Episcopalians of Norfolk convened, in accordance with a public notice in its newspapers, at the Old Church for the purpose of electing vestrymen, taking suitable measures for repairing that building and organizing a new congregation. George Newton, Esq., was called to the chair, and Charles W. Skinner appointed secretary.

Rev. Henry W. Ducachet then, by request, addressed the chair, and explained the purpose and object of the meeting. It was then, on motion, "Resolved, That the meeting proceed to the election of five vestrymen; whereupon the following gentlemen were elected by ballot to serve as vestrymen until Easter Monday next, viz: William H. Thompson, Richard B. Maury, George Rowland, Alpheus Fobes and Alexander Galt"; and upon motion, no further business offering, the meeting was dissolved and adjourned *sine die*.

This was the resurrection of the Mother Church! A parish without a vestry is not extinct, but is in a state of *quasi* or suspended animation until another vestry is elected, as was this Elizabeth River Parish from 1803 to 1832. And whether the Episcopalians who formed that meeting were aware of the responsibility and result of their action or not, when in pursuance of a public call they met, and in accordance with the canons, customs and traditions of the Protestant Episcopal Church, elected five vestrymen for the Old Church, they *ipso facto* elected the legal successors of the former vestry of Elizabeth River Parish, which vestry, from the moment of election, were invested with all the rights, privileges and immunities of their predecessors.

Previous to the Revolution, there being no bishop in Virginia, our church buildings were not consecrated, and were generally called after the parish in which they were situated, or from some other geographical name. The Mother Church of Elizabeth River Parish was generally called the "Old Church," and by some the "Borough Church." As it was necessary to ask readmission into the diocese under some distinctive name, the vestry of the Old Church, May 7, 1832, resolved that a name should be given it and it was unanimously agreed that it be called St. Paul's Church, and from that day to this the ancient edifice has borne that name.

At the same meeting a petition to the convention of the Protestant Episcopal Church of the State of Virginia, assembled at Alexandria, was adopted. It recited that, "The great increase of worshipers at Christ Church, in the Borough of Norfolk, having rendered it impossible for all to be accommodated there who are attached to the doctrines and worship of the Episcopal Church, it has been deemed advisable to organize another congregation without delay. In pursuance of this design, subscriptions have been raised to repair the Old Church belonging to the Parish, and a vestry after due notice elected. The said vestry, therefore, pray to be recognized by the Convention of the Diocese as representing the new congregation under the style and title of 'St. Paul's Church,' Norfolk, and also that our delegate to the convention, Richard B. Maury, be admitted to a seat in that body." Our congregation was duly admitted as St. Paul's Paul's Church, Norfolk, Elizabeth River Parish, by the diocesan convention, assembled in Alexandria, May, 1832.

It is not my purpose to speak of the Rev.

Ebenezer Boyden, the first rector of St. Paul's, or any of his worthy successors, the most of whom I have known to love and esteem; but I shall conclude this lecture with a few recollections of my boyhood associated with the Old Church.

The vestry-room, as I first remember it, occupied nearly the whole of the head of the cross. From a door in the center the minister ascended into the plain, white parallelogram pulpit, with reading desk and communion table immediately below. On either side of the pulpit hung a tablet, on one the Ten Commandments; on the other the Lord's Prayer and Apostle's Creed. Those tablets were first associated in my mind with the descent of Moses from Mount Sinai, and I imagined them the exact counterpart of the original ones which the meekest man in the world had destroyed in a fit of hasty temper at the backsliding of the children of Israel. My crude theology had not then taught me that the inscription on the left hand tablet was from the new dispensation.

I well remember going into that vestry-room before service on one Sunday morning long ago, and being allowed to sit in the cushioned arm-chair that was used by John Hancock, when president of the Continental Congress, when the Declaration of Independence was declared in 1776. I had not then any very distinct ideas of Mr. Hancock or his Declaration, but I felt the dignity of the position, although my feet could not reach the floor. This chair had been given to Rev. Mr. Miller, our pastor, by a descendant of General Bayley, a member of Congress from the eastern shore of Virginia, who had purchased it in Philadelphia when the furniture of old Independence Hall was sold, and it is still preserved in our vestry-room as a valued relic.

The organ gallery was opposite the pulpit, in the foot of the cross, and it was not more than half the size of the present gallery. The organ was a diminutive one, painted white, with paneling, and reminded one of a child's coffin. Our childish recollections of objects are generally larger than we find them in after years, and therefore I am sure our first organ was very small. I was an honorary member of the choir, by virtue of one of my household being one of its number. Although I never sang, on two occasions I supplied the place of the absent bellows-boy. If my memory serves me, the organ sounded louder on those two Sundays than usual, although I noticed the congregation did not seem to be sensible of the fact.

We had fairs for the benefit of St. Paul's in those days. Church fairs were somewhat different then from what they are now. Norfolk was a much smaller place, less metropolitan and they were more like social gatherings; the crowds that attended were less promiscuous, indeed it was not everybody who could gain admittance. Then children were admitted at half-price during the day, but after "bell ring" it was a great privilege to be allowed to remain and it was with the admonition that they were to be seen and not heard. Now, as a rule, children cram the fair rooms in the evening, filling up the interstices between the grown people, and wearying visitors by their importunities to buy. From being most pleasant gatherings they have become quite a burden to the fair exhibitors, and by no means as attractive as they should be to visitors.

Norfolk was a social old place in those times, and in summer evenings it was a custom for the good people to take tea on their front porches. Old Catharine street, now called Bank, after sunset on a pleasant evening was a perfect tea party, from the Exchange Bank to the Bell Church, every porch being redolent with the aroma of the Chinese herb. It was a great wrong in the Councils to have changed the name of Catharine street; it had been so called for more than a century, was immortalized in verse, and referred to in letters of distinguished European tourists.

A fair at St. Paul's was a great event in my home. For weeks beforehand, there would be consultations and meetings of committees



Hospital St. Vincent de Paul, Norfolk, Va.
before it was destroyed by fire.



St. Paul's Protestant Episcopal Church, Norfolk, Va.
(The cannon-ball from the British ship "Liverpool," which lodged in the wall, may be seen under the eves, at the right of the picture.)

on ways and means, culminating in sewing circles in the mornings and evenings, first at one house and then at another, and finally there would arise the most savory smells from the kitchen and store-room. No fear of the pendent dishcloth could keep me from the kitchen at those times, and no jackal ever hovered around a moving immigrant train with more pertinacity than I hung around the store-room door to get a taste of the viands or the liberty to scrape the emptied icing dishes. I remember one fair in particular,—it was the first. It was held in the old Arcade building, which stood where Johnson's Hall now stands, and took its name from extending over the adjoining lane by an archway. The lane is still known as "Arcade Lane." Our pastor, Rev. Mr. Miller, was there, and in my eyes a more important personage than the door-keeper himself. I can see his beaming, honest, countenance as he smiled blandly on the scene, suggestive as it was of a replenished treasury for Old St. Paul's, paying particular attention to the dignitaries of other communions who had come to aid the Old Church. Some lordly looking gentlemen with gold seals and gold-headed canes walked around with an air of importance and wealth, which made me expect to see them march suddenly up to a table and sweep its whole contents, slippers, mats, pincushions and all, in one purchase, but I noticed before the evening was passed, that these gold-headed men, as a rule, bought nothing but their suppers, of which they seemed to get quite their money's worth.

The first tower to Old St. Paul's, within the memory of man, was put on the foot of the cross, by order of the vestry, by Isaac Smith, a skillful mechanic, some 36 years ago. The reader of Howe's "Pictorial History of Virginia," will remember it in the picture of the Old Church, in the chapter on Norfolk County. Its proportions were in keeping with the rest of the building, but was at the wrong end. It had a base fitting over the gable, with a square tower above, having a blind window on each side, and surmounted by a short spire at each corner. The architect, following the crucial form of the Old Church, surmounted each of these with a modest, gilded Latin cross. Never was there a greater tempest in a tea-pot than was created by those four innocent crosses. The poor pastor, Rev. Mr. Miller, blameless of the work, was suddenly discovered to have Puseyite tendencies. A large portion of the congregation was outraged, and some of the influential members of Christ Church, who felt a spiritual responsibility about St. Paul's, as the weaker congregation, were moved beyond measure. Whether the souls of our neighboring Methodist brethren, our Baptist friends, or the sterling Covenanters across the way, were disturbed in their Sunday worship by the sudden apparition under their windows of the quadrupled emblem of Rome, we do not remember, but we shall never forget that one good Catholic, our friend Eli Barrot, was reported to have solemnly protested against the innovation, as on his way to and from business to his home, as he passed the Old Church, he was forced to cross himself four times.

Never did Jewish custom more speedily remove that unsightly cross for the coming holiday, than did those emblems of faith disappear from that tower by order of the vestry. And for the want of some unobjectionable substitute four gold balls were placed in their stead, as if some celestial planets of the smaller sort had fallen from space and been impaled on the points of the spires. What a sensible change has occurred in the intervening years! Now the Greek and Latin cross not only adorn our Old Church, but scarcely a Christian home in our city but is beautified by a representation of that cross, to which we are taught in simple faith to cling. Among the manifold changes which have come in the progress of time, the world has learned that the worship of the Creator in spirit and in truth is not incompatible with the cultivation of the love for the beautiful.

Solomon in all his glory was not arrayed like one of those little flowers that bursting from the dust through the mysterious pro-

cesses of nature in spring-time, in this cemetery, teaches us the sublime lesson of the resurrection from the dead.

I was attending Mr. Galt's school, in the old frame building, known as the Old Academy, which stood on Church street, just across the way, when Captain Seabury, one of the vestrymen of the church, after employing a servant to dig away the sod and debris in the angle formed by the southeast corner of the church and street wall, discovered the cannon-ball fired during the Revolution by the British frigate "Liverpool," and which had become dislodged and fallen from its position in the wall. With others I witnessed the resurrection of that ball which on New Year's Day, 1776, was one of those missiles of death fired in a bombardment which inaugurated the most momentous year in our American history. That relic of the past was carefully preserved until replaced in the wall where it first lodged, and I have regretted that scepticism, the fruit of ignorance, has made it common in this day, to doubt the authenticity of this fact. I verily believe that some people are born iconoclasts; they break their rattles when babies, destroy their dolls with infinite zest before they can walk, and when grown, seem to delight in discrediting the traditions of their fathers. There are some degenerate Virginians who tell you that the thrilling story of the rescue of Capt. John Smith by the Indian heroine Pocahontas is all a romance; when it is a fact as well established in the colonial history of Virginia, as the ducking of Grace Sherwood in Princess Anne County, for witchcraft, or the more cruel burning of poor weak-minded women upon the same charge on the common in Salem town, in the Colony of Massachusetts. Bishop Meade correctly states, in his "Old Churches of Virginia," that the identical ball fired into the church by the British man-of-war was found and preserved, and that a governor of Virginia applied to have it sent to the State Library for safe keeping.

Nearly opposite the southern gate, on Church street, at the foot of one of those splendid elms, which were brought from the neighborhood of Hampton during Rev. Mr. Miller's pastorate, there are four tombstones, side by side; one of the central ones, now lying prone upon the ground, has doubtless attracted your attention by the large heraldic device which occupies more than half of the stone. It is the grave of John Taylor, whose motto was, "*Fide et Fiducia.*" My good friend Dr. Grigsby, when he lectures on the dead of St. Paul's, will doubtless tell you all about the one whose mortal remains lie underneath. My story is about something on the upper side of that slab. During a recess at the Old Academy, as was often my wont, I was playing "Old Mortality" among the tombs in this cemetery, and having often heard it said, that there was no monument showng a burial earlier than the eighteenth century, my attention was riveted on "1600" on this stone. The inscription was very much effected, much more so than now, as it has since been partially restored, and was very difficult to decipher, but after a hasty investigation I was satisfied that the deceased had died and was therefore buried in 16 hundred and blank. I announced the discovery to some of my playmates, but they treated it as a matter of indifference when the old gentleman died, being more interested in the price of tops and marbles, around the corner at Jordan's, or in the success of a game of "hop scotch," a sidewalk amusement in our early days, evidently invented by some disciples of St. Crispen, for speedily destroying the soles of shoes. At home in the evening, however, I found a more interested audience, and when I announced with all the enthusiasm of a second Christopher Columbus that I had discovered in St. Paul's churchyard a tombstone bearing date in the seventeenth century, Anno Domini 16 hundred and something, my honored father, whose love for the Old Church and its surroundings was proverbial and whose retentive memory made him familiar with every grave in that burial-ground, smiled incredulously, told me it was quite impossible, and that he would give me a thousand dollars if I could find a

tombstone with so old a date. To make it binding, I had the promised reward reduced to writing, and with the document in my possession went to bed that night a happy boy. The sudden acquisition of wealth is a mixed blessing. Riches not only have wings, but they have their weights along wth their enjoyments. I passed a restless night! I spent that thoussand dollars in a hundred different ways. In the first impulse of gratitude I appropriated one hundred dollars to charities; I am ashamed to confess that before I fell asleep I had reduced the amount to ten. I recall now with sorrow, what latent selfishness was developed in my heart by the anticipated possession of that thousand dollars, and yet I was not more selfish than the average boy. The rising sun found me up and dressed and on my way to verify my discovery, so as to claim the promised reward. I am constitutionally opposed to very early rising. I have always thought it a philosophical reply to the trite remark, that "The early bird catches the worm," that "It is the early worm that gets caught by the bird." The poet who sung "Early to bed and early to rise, make men healthy, wealthy and wise," not only stole the sentiment and words from that old heathen Aristotle, but he lived under a different sky and a very different clime from ours. My observation has been that the wealthiest and wisest of our citizens do not cross Stone Bridge before nine in the morning, and many have lived to a good old age. We delude ourselves, possibly, with the idea that it is malarious before seven in the summer and eight in the winter, in this regon; and it is a very comfortable delusion to those who can afford it. I had no such misgivings, however, on the morning mentioned. I can recall now how delightfully fresh everything smelt and felt. The atmosphere was so rarified that I breathed freer than usual, in striking contrast to my accustomed feelings as I wended my way to school down those same familiar streets, especially when unlearned lessons gave me an unwholesome fear of the rod. My heart beat in sympathy with all nature, displaying itself in unusual politeness to the colored uncles and aunties I met hurrying to work, and in generous impulses toward the ragged urchins on early errands, and actually restraining me from shying a rock at some tempting cats. At last the old churchyard was reached, the wall scaled, and "Young Mortality" was down upon his knees searching after truth. Alas, how frail and weak is poor humanity! How liable to error! Investigation disclosed that the occupant of that tomb was born in 16 hundred and something; he had lived too long, for further down, almost illegible, his death was recorded in 1744. There were tears shed over that grave that morning, and the passing stranger, ignorant of the ordinance prohibiting interments in this cemetery, may have wasted his sympathy on the lacrymose youth who had missed a warm breakfast in the fruitless quest after filthy lucre.

Generation after generation have come and gone, but still the Old Church stands. Empires have arisen and have fallen, the Colony has become the State, peace has had its victories and war its dread alarms, but still the prayer and song of praise ascend from its hallowed walls.

For nearly a century and a half children have there been dedicated to God, and have confirmed their baptismal vows around its sacred altar. Loving hearts among them have been made one in God's holy ordinance; and from its doors one after another has been carried out by sorrowing friends. There can be no heart in all this city that does not sometimes warm at the sight of Old St. Paul's.

Those to the manor born and bred must have some sacred memories associated with the Old Church and its burial-ground, while those who have come from other places to cast their lot with us must be reminded by it of their old homes. It is the oldest inhabitant, and bids a silent but impressive welcome to all who come to live within our gates.

To one who like myself, can count five generations of his name who have worshiped after the manner of their fathers in that house of

God, there springs up an attachment which makes it second not even to his home, that makes it a part and parcel of his life, to which he clings the firmer as the ebbing tide of time sweeps from him forever on this shore other landmarks and associations of childhood, youth and maturer years.

WILLIAM LAMB.

Norfolk, Va., May 12, 1879.

Christ Protestant Episcopal Church, Norfolk.

On the 24th day of June, 1800, the corner-stone of Christ Church was laid, $16,000 having been subscribed for the erection of the building. The new church was duly completed and occupied. It stood where the First Presbyterian Church now stands. On March 9, 1827, between 1 and 2 o'clock in the morning, a fire broke out in the workshops on the southern corner of Main and Church streets, and the flames extending up Church street destroyed the edifice of Christ Church. On the 20th day of June, three months later the corner-stone of the new Christ Church was laid, the one in which divine services are now held. The church was completed and consecrated on the 9th of November, 1828, at a cost of about $20,000.

Rev. Henry William Ducachet was the rector and continued his ministry until November, 1834, when he resigned; then Rt. Rev. William Meade took charge for two years, when he resigned the church into the hands of Rev. Martin P. Parkes. The last named was a graduate of West Point, and as an army officer was stationed at Fortress Monroe, where he was converted at a Methodist revival, and after working among that denomination awhile became an Episcopalian and received the holy orders of the church from the hands of Bishop Meade. Upon his resignation, Rev. Upton Beall became the rector of Christ Church,—his death occurred on the 10th of March, 1847. The vacancy was supplied by Rev. George D. Cummings, who remained until 1853, when Rev. Charles Minnigerode, D. D., was called to the service of the church. During the yellow fever, Dr. Minnigerode was in Europe and Rev. Lewis Walke supplied his place through that awful scourge, until he and his wife were stricken down with the disease from which she died.

The next rector was Rev. Erskine M. Rodman, who commenced in 1857 and continued until 1864. St. Paul's Church having been seized and occupied by the Federal authorities during the war, Rev. N. A. Okeson, D. D., officiated at Christ Church until 1865 when, in December, Rev. O. Sievers Barten, D. D., became rector and served until his death. Rev. Carl Eckhardt Grammer, S. T. D., was called and assumed charge on the 1st of March, 1898. The assistant minister is Rev. John H. Dickinson. The other officers of the church are as follows. Senior warden, B. P. Loyall; junior warden, T. A. Williams; registrar, R. M. Hughes; treasurer, D. S. Burwell; lay reader, G. A. Frick. The number of communicants is 586.

St. Luke's Protestant Episcopal Church, Norfolk.

In October, 1873, a chapel erected by the guild members of St. Paul's and Christ congregations, under the name of St. Luke's, was opened for divine services. This chapel has grown into a strong, vigorous and self-sustaining parish, having one of the most beautiful and elaborate Episcopal edifices in the South.

St. Peter's Protestant Episcopal Church, Norfolk,

was organized in 1886, and on the 19th of November of the same year the first vestry was elected. During this year the edifice was erected, and on March 14, 1887, consecrated by Bishop Whittle. Its first rector was Rev. Beverley D. Tucker, who resigned December 1, 1886, and was succeeded by Rev. W. L. Gravatt, who accepted a call from the church December 15, 1886, and entered upon his duties

in February, 1887. He was succeeded by Rev. W. R. Smith, who in turn was succeeded by the present rector, Rev. Charles E. Woodson. The building completed cost $2,410.07.

There are two chapels in Elizabeth River Parish,—Emanuel in Huntersville, suburb of Norfolk, and St. Mark's at Lambert's Point.

RECTORS IN ELIZABETH RIVER PARISH.

Rev. John Wilson	1637
Rev. Thomas Harrison	1640
Rev. Richard Powis	1648
Rev. William Nern	1680
Rev. James Falconer	1720
Rev. ——— Garzia	1724
Rev. Moses Robertson	1734
Rev. Charles Smith	1749
Rev. Thomas Davis	1773
Rev. Walker Maury	1786
Rev. James Whitehead	1789
Rev. William Bland	1791
Rev. Andrew Syms	1808
Rev. Samuel Lowe	1816
Rev. Enoch Lowe	1821
Rev. William Wicks	1823
Rev. George A. Smith	1825
Rev. Henry William Ducachet	1826
Rev. Ebenezer Boyden	1833
Rt. Rev. William Meade	1835
Rev. Martin P. Parks	1836
Rev. Thomas Atkinson	1837
Rt. Rev. Joseph P. B. Wilmer	1838
Rev. Upton Beall	1841
Rev. Benjamin M. Miller	1845
Rev. Leonidas T. Smith	1845
Rev. David Caldwell	1845
Rev. George D. Cummings	1847
Rev. William M. Jackson	1849
Rev. Charles Minnigerode	1853
Rev. Lewis Walke	1856
Rev. Nicholas A. Okeson	1856
Rev. Erskine M. Rodman	1857
Rev. O. Sievers Barten	1865
Rev. Beverley D. Tucker	1882
Rev. W. L. Gravatt	1887
Rev. John B. Newton	1890
Rev. A. S. Lloyd	1894
Rev. William A. Barr	1900
Rev. W. R. Smith	
Rev. Charles E. Woodson	1900
Rev. Carl Eckhardt Granmer	1900

Trinity Protestant Episcopal Church, Portsmouth.

It was in the early part of 1761, in the reign of George III, that an Act was passed authorizing the division of Elizabeth River Parish, which was coincident with Norfolk County, into three parts, that part west of the Southern Branch to be Portsmouth Parish.

The election for vestrymen of this parish was held under the supervision of the sheriff, and on the 8th day of June, 1761, they appeared before the County Court and qualified as the law directed. In 1762 the vestry caused to be erected, at the southwest corner of High and Court streets on land dedicated by Col. William Craford, Trinity Church; and they also purchased from him the Glebe, 175 acres, now the site of Port Norfolk. Two other churches were built in Portsmouth Parish, one near the village of Deep Creek and one near Hodge's Ferry, on the north side of the Western Branch. These two churches have long since disappeared.

It would seem that for some reason Rev. Charles Smith, who had been rector of Elizabeth River Parish, gave up St. Paul's Church, Norfolk, and became the first rector of Portsmouth Parish, and continued in charge until his death at the Glebe at Port Norfolk, in 1773. His tombstone with an interesting inscription lies in this churchyard. He was succeeded by Rev. John Braidfoote, who was a native of Scotland and had been only a short time in the ministry when the Revolutionary War broke out. He was a zealous patriot, and served as chaplain in the Revolutionary Army, returning to his parish after the close of the war. He married Blandinah Moselley of Norfolk. He died at the Glebe (now Port Norfolk), 1779, and was buried by the side of his predecessor in an unmarked grave. His descendants are still among the parishioners of Trinity Parish.

He was succeeded by Rev. Arthur Emmerson, who took charge of the church in 1785. He was a native of Accomac County, and was 42 years old when he took charge. He was the son of a clergyman, and was ordained in England by the Bishop of London. He was in charge of a parish in Brunswick County and also Nansemond. He was for 16 years rector of Portsmouth Parish, and lived at the Glebe until, on account of bad health, he moved into Portsmouth and bought

the property next to the churchyard. Here he spent the remainder of his days, faithfully discharging his duties as far as health would permit. Dr. Wingfield wrote in 1855: "He is spoken of by those who knew him who are now living, as a truly pious man, and consistent Christian, but being always in delicate health, he was unable to perform much active labor and resorted much to his books, both for instruction and recreation. He was buried under the present door-way of the old church, which was the chancel of the old church, but when the church was enlarged or changed, his body was removed to Accomac. He died in 1801, leaving behind a record of a noble Christian life and unsullied character."

The next rector was Rev. George Young, who remained in charge eight years. He removed to Prince George County, where he died and was buried in 1811.

From 1809 to 1821, the services of the church ceased to be rendered on this spot. The flock was scattered and strayed into other folds. The church building, though of brick, became much out of order and at one time was converted into a school-house. "It was utterly unfit for holding divine service. But for the timely efforts of a few who were still attached to the old building, from having in their childhood been carried there by their pious forefathers, that too would soon have fallen to ruins, as most of the congregation had gone off and united with surrounding denominations, leaving but a very small remnant who remembered and preserved their attachment for the old church and her solemn ways."

In 1820 an incident occurred that awoke the sleeping activity of the church here. Some members of the Presbyterian Church invited a minister of that denomination to come and hold occasional services for them in the old disused church. They obtained permission of the few remaining members who held on to it, and put some repairs on it to preserve it from utter ruin. The Episcopalians, along with others, attended these services, which were held at shorter and shorter intervals. At last this minister, without asking anyone's permission, indicated that he would virtually take possession of the church, by giving out notice that he would have service there every Sunday. The members of the congregation, esteeming his interpretation of the laws of hospitality rather broad, asked for the keys of the church, and declined to extend any further courtesy to this minister who desired to assume control of the old church. They then invited Rev. Enoch M. Lowe, of Christ Church, Norfolk, to come over occasionally and have services for them. This he did until 1821 (Easter) when he called a meeting and had a vestry elected as follows, viz: William Dickson, John Dickson, Arthur Emmerson, John Cox, John Wilson, D. A. Reynolds, George Webb and William P. Young. The vestry invited M. B. Chase, chaplain in the U. S. Navy, to have services for them, and sent M. B. Chase and Arthur Emmerson to the convention which met in Norfolk. This convention was held in Christ Church, which at that time was the only Episcopal Church occupied in Norfolk. It had only 160 communicants. There were less than 175 in the community comprising both cities, where we now have a dozen churches and chapels, and 2,000 communicants. In Hawk's reports for the convention of 1821, is the following note: "The old congregation of Portsmouth Parish has been revived and promises to become a flourishing branch of our Zion." The delegates from Portsmouth Parish petitioned for its admission to the convention.

Rev. John H. Wingfield, then a deacon, who had been instructed by old Bishop Ravenscroft, and had been at work in Halilfax County, attended this convention and stayed over a few days, preaching Sunday at the church here. The vestry immediately met and called him. After consultation with Rev. Mr. Ravenscroft, afterward Bishop of North Carolina, he accepted and began the work, to which he gave the best energies of his life for 50 years. We can now best trace the history of the parish by

transcribing from Hawk's history the reports Mr. Wingfield rendered briefly at each convention until 1835.

"In 1822, he reports 10 communicants, and says the report from this parish is highly favorable both as respects the spiritual and temporal condition of the church. In 1823, he reports to the convention: 'The Rector of this parish is happy in having it to say that the state of his charge has suffered nothing since his last report. The church has been put in neat and comfortable repair and the congregation has somewhat increased.' There have been 10 added to his list of communicants, all of whom he has reason to hope are of the number of such as shall be saved. Communicants 18.

"In 1824, he reports to the convention: 'The congregation of Portsmouth Parish increases slowly, and the general state of the church here is prosperous; an increased attendance on the preached word is more regular and general. The gospel kingdom is gaining ground, and the Rector rejoices in the hope of a "day of better things" not far distant.' Communicants 19.

"In 1825, he reports to the convention: 'Trinity Church, Portsmouth Parish. The Rector laments that he has nothing very favorable to report concerning his charge, but he is not discouraged, having some reason to hope that a better state of things will succeed.' Communicants 16. You will observe that this church received its name of *Trinity Church* in 1825, 63 years after it was founded.

"In 1826 he makes the following report to the convention: 'Trinity Church, Portsmouth: There has been very little change in the state of this parish since the last convention. The congregation has somewhat increased, and seems to be generally a little more serious and attentive. Meetings have been established in the week at private houses for prayer and exhortation, which appear to be viewed with interest. There is a catechetical class of about 25 children, who manifest considerable interest in the instructions the Rector imparts to them on the catechism, collects and articles of the church.' Communicants 15.

"In 1827 he reports he has been blessed with the pleasing satisfaction of beholding an increasing interest on the subject of religion among his charge, manifested by the accession of several families to his congregation; by a more regular attendance in the public ministration of the word; by a greater number of persons taking an active part in the services of the sanctuary, and by more devotion in the manner in which those services are conducted. But that which proves to him most satisfactorily the increase of religious feeling among his people is the conversion—the true conversion, he trusts—of three individuals of his small charge within the last six weeks, and the inquiring state in which about half a dozen or more are at this time. He reports a Sunday-school started with 12 teachers and 80 scholars, and also that with the close of the past year he ceased his regular monthly ministrations in the Parish of Lynnhaven. Communicants 15.

"In 1828 he reports eight persons added to the communion, and also that measures were being taken to add side galleries to the church. Communicants in full, 24.

"In 1829 he reports the congregation as large as the number of pews will admit. He also reports liberal subscriptions to the amount of $1,800, obtained for the purpose of enlarging the church, to which it is intended to add a steeple and vestry-room. 'The whole design will leave us with a debt of $1,700, for the liquidation of which we depend upon the future increase of our congregation and the assistance of friends abroad and at home.' The number of communicants in 1829 was 24.

"In 1830, he reports to the convention as follows: 'Our house of worship has been almost entirely rebuilt since last convention. To the accomplishment of this object we are particularly indebted to one individual, who, besides his own personal labor and a liberal donation of $100, generously advanced $1,000,

without which the work must have been greatly retarded, if not suspended altogether.' Communicants, 33.

"In 1831, he reports 32 communicants.

"In 1832, he reports the parish growing. Communicants, 37.

"In 1833, he reports 39 communicants, and speaks with sorrow of the loss of life from cholera, by which Portsmouth had been visited during the year.

"In 1834, he reports 37 communicants, and says: 'There is a Temperance Society in this parish numbering about 200 members and continually increasing.'

"In 1835, he reports communicants 34, and says: 'Since the last convention, by the exertions of the ladies of the congregation, the debt due for the rebuilding of the church has been fully discharged and the state of the parish now, in outward things, is more prosperous than it has ever been since I took charge of it in 1822. I regret I cannot say as much concerning its spiritual condition. Though religious services are as abundant, and more so than ever, yet there is a general indifference manifested on the subject of personal piety, which prevails to a lamentable extent. "All seek too much their own, not the things which are Jesus Christ's." ' " Here ends the report as given in Hawk's "History of the Protestant Episcopal Church in Virginia."

The church had been on this spot at that time 73 years.

We will now turn to Dr. Wingfield's address, given in 1871. He says in that address, "I have mentioned all that was done with our old building up to the year 1828." He then tells of rebuilding the old church, the changing of the chancel from the east to the west end of the church, the old chancel having been where the front entrance is now. In 1840 the congregation had again so increased in numbers as to require further accommodations. To procure this, side galleries were erected, many seats in which were at one time rented and occupied—one by white and the other by colored persons, to whom they were respectively appropriated. "These were," he said, "our most prosperous days. In 1842, we had 27 confirmed and in 1843 nineteen." Then came a time of congregational trouble, which brought much sorrow to all and affected the growth of the church until 1853, when the prospects again began to brighten, which has continued up to the present time.

Dr. Wingfield goes on to say: "In the year 1856, this recess chancel and present vestry-room were erected at the cost of $1,200, and thus was commenced the beautifying of this sacred edifice, which has been gradually carried on until it has reached the state in which you now behold it. During the late civil strife, it was shamefully and sacreligiously profaned and defaced, from which condition it has since been restored and other adornments added in memory of loved ones whom we would not forget." The church during the Confederate War was used as a hospital, boards being nailed to the tops of the pews.

Dr. Wingfield during his old age was assisted by his son, the present Bishop of Northern California, and also by Rev. John S. Lindsay, now in Boston. He celebrated his 50th anniversary of rectorship in November, 1871, and died a few days after. "Self-sacrificing, devoted to the service of Christ and the Church, patient in his labors, humble in his opinion of his worth, he has entered into that rest which remaineth for the people of God." His last words spoken in this place were: "Let us remember we must all appear before the judgment seat of Christ, to account for our improvement of our many religious privileges. May we hear Him say, 'Well done, good and faithful servants, enter ye into the joys of your Lord.' "

After Dr. Wingfield's death, Rev. Thomas A. Tidball became rector. The list of communicants at this time was about 120 persons. He remained rector six years, and was succeeded by Rev. Reverdy Estill, now of St. Paul's, Louisville, Kentucky.

He was succeeded by Rev. Charles J. Holt, who remained only a short time and went to

New York. He was followed by Rev. F. F. Reese, now of Macon, Georgia, and he was succeeded by Rev. R. W. Forsyth, now of Philadelphia. He was succeeded by Rt. Rev. James B. Funsten, now Bishop of Idaho, who resigned in 1899, when Rev. A. G. Thompson was called on and preached his first sermon on December 2, 1899. During Rev. Mr. Funsten's pastorate the church was enlarged. A watch service commenced in this church at 11:30 o'clock P. M., December 31, 1900: Hymn 421—Psalms 47 and 48—Lessons 12 Ch. Ecclesiastes, 25 Ch. St. Matthew, beginning at 31st Verse—Hymn 196; the bells tolled out the nineteenth century, while the congregation were at prayer, and rang in the new. The services closed at 12:20 o'clock A. M., January 1, 1901, in the twentieth century.

In Deed Book No. 56, Page 21, in the clerk's office of the Norfolk County Court can be found the following deed:

Whereas, the Legislature of Virginia, when they took from the Episcopal Church the Glebes belonging to the same, did secure to the said Church the houses of Public worship, and all the Plate and Burying Grounds attached to them, to be used and disposed of as the said Episcopal Church should see fit to ordain according to her rites and ceremonies:—Therefore we the subscribers, Rector, Wardens and Vestrymen of Trinity Church, Portsmouth Parish, to whom it belongs, according to the canons of the said Episcopal Church, to manage the affairs of the said Trinity Church, in the said Portsmouth Parish, Do hereby convey and grant in our own names, as officers of said Church, in said Parish, for the time being and in behalf of the Congregation of said Church in said Parish to Ro. A. Armistead his heirs and assigns, forever, all right and title to Pew No. 53 in said Church in said Parish for and in consideration of his having paid to us, for the benefit of said Church in said Parish, the sum of forty-five dollars and, he agreeing to pay annually the sum of sixteen dollars (to be paid quarterly for the support of the minister of said Church in said Parish), the said Ro. A. Armistead, further agreeing for himself his heirs and assigns that the said Pew No. 53 shall never be used for any other purpose than that for which the said Church has been consecrated and set apart and the rules and usages of the Episcopal Church in these United States sanction. In testimony whereof, we the said Rector, Wardens and Vestrymen of the said Church in said Parish have to these presents set our hands and seals this 31st day of May in the year of our Lord 1830.

(Signed) J. H. Wingfield, Rector.
Arthur Emmerson, Warden.
Holt Wilson, Warden.
Jno Cox.
John Cocke,
James Reed,
Henry A. T. Young.
R. B. Bell.
S. M. Latimer,
J. Thompson,
M. Cooke,
Alex. Galt,
Ro. A. Armistead.

On the 1st of September, 1800, Nancy Veale, wife of Capt. Isaac Luke, Jr., died in Portsmouth, in her 25th year, from grief on account of the death of her son, a little boy 27 months old, whose death occurred only five days before her own. She had previously lost two little girls. After her death her husband, who was the captain and owner of a merchant ship, made a voyage to England and had carved in London, out of Italian marble, a slab representing a beautiful urn, about five feet long and three feet across, to the memory of his wife and three children. This slab was fastened with large copper bolts to a brick wall which separated a small portion of Trinity Episcopal Church burying-ground, near the church, from the main portion of the cemetery, but during the Confederate War, while Portsmouth was in possession of the Federal troops, some of them tore it down from the wall to get the copper bolts out of it and in doing so broke it into eight pieces of different sizes. After the war, some of the relatives had the pieces gathered together and fastened or cemented upon a flat brick foundation built upon the ground. It was just inside the private gateway leading into the churchyard from High street. When the church walls were extended, this slab, which was in the line of the extension, was taken up and carefully arranged in another portion of the ground with the intention of replacing it in some permanent location in the cemetery. The artist who came from New York to design the interior decorations of the church suggested having it set on the wall inside the building. He said it was one of the handsomest pieces of memorial carving he had ever seen, and was a treasure of which no other

church in the country could boast. The suggestion was adopted and the memorial slab is fastened to the east wall of Trinity Church.

Captain Luke did not long survive his wife. After bringing the slab home he sailed on another voyage, but his ship never returned, nor was anything ever heard of him again. Whether his ship went down in a storm or was taken by pirates will never be known.

All Saints' Chapel, Park View, Portsmouth, a mission of Trinity, now has the regular ministration of Rev. Edgar Carpenter, who has lately been added to the church force in the city. This congregation is rapidly increasing and will soon become a separate organization.

St. John's Protestant Episcopal Church, Portsmouth,

has had its location changed and been entirely rebuilt during the last two years. The old brick building and lot on Court street were sold, and a handsome stone church erected on the corner of London and Washington streets. It was dedicated September 1, 1898. The church is of graceful proportions and of purely Gothic architecture.

In 1896 St. John's Church reported to the convention 76 communicants. This year (1900) it will report about 175, a gain of over 100 per cent. in the last four years. St. John's has its mission in the rapidly growing suburb of Port Norfolk. The value of St. John's Church property, including lot for parish building, is about $31,000.

The old St. John's Church was established in May, 1848, and the church building consecrated May 29, 1850. The first rector was Rev. James Chisholm, who died of yellow fever September 15, 1855. Then followed Rev. Robert Jope from March, 1856, to December, 1858; Rev. Henry Wall, 1861-62; Rev. John Crosby, 1865; Rev. R. H. McKim, 1866-67; Rev. John Steele, 1868; Rev. J. D. Powell, 1868 to 1895; Rev. Z. S. Farland, December 1, 1895——.

ST. BRIDE'S PARISH.

There are two Episcopal churches and two missions in St. Bride's Parish; but for many years the church work in this parish was extinct. The first church was built in 1662 at Great Bridge, on the Great Road just opposite the point where the New Mill Creek road joins this great highway to North Carolina. Rev. James Pasteur was the first pastor. It is said that the funeral rites of Captain Fordyce, the English officer, who was killed in the battle of Great Bridge, took place in this church, and that Rev. John Hamilton Rowland, grandfather of Thomas B. Rowland of Norfolk, officiated. Sometime in the year 1776, Rev. Emanuel Jones, Jr., became the minister. In the year 1787, Rev. Needler Robinson was the rector, but remained only one year. The church went into disuse and was torn down about the year 1845.

Rev. Robert Gatewood established St. Paul's Church in Berkley in 1872, reviving the work of St. Bride's Parish; afterward St. Thomas' Church was organized; and since two missions,—St. Mary's and Money Point,—have been established. Rev. E. C. Burr was the first rector of St. Thomas' Church; he was succeeded by Rev. J. R. Hubert, D. D., and Rev. H. S. Lancaster. The present rector is Rev. Clarence N. Conant.

Since 1637 the Episcopal Church in Norfolk County has grown rapidly in wealth and influence, and added much in strengthening the moral and religious forces of this section.

Below we give the names of Protestant Episcopal churches in Norfolk, Portsmouth and Berkley, number of members, valuation of property and money paid out in 1897-98.

	Members.	*Valuation.*	*Money paid out.*
St. Luke's (Norfolk)....	625	$77,538	$11,000
St. Peter's (Norfolk....	230	8,950	4,000
Christ (Norfolk).....	554	79,200	10,891
St. Paul's (Norfolk)....	398	43,000	7,529
Trinity (Portsmouth) ...	361	45,600	7,895
St. John's (Portsmouth)..	80	3,200	398
St. Paul's (Berkley).....	50	5,000	432
St. Thomas' (Berkley)..	80	6,600	1,857

CHAPTER XIV

CHURCHES AND BENEVOLENT ORGANIZATIONS Continued

CATHOLIC CHURCHES—PRESBYTERIAN CHURCHES—HEBREW SYNAGOGUES—CHURCH OF CHRIST (DISCIPLES)—LUTHERAN CHURCH—CHRISTIAN CHURCHES—BAPTIST CHURCHES—METHODIST EPISCOPAL CHURCHES, SOUTH—BENEVOLENT ORGANIZATIONS.

ROMAN CATHOLIC CHURCHES.

St. Mary's Roman Catholic Church, Norfolk.

Of which Rev. Father John J. Doherty is pastor and Father O'Hara is assistant, occupies as its church domicile one of the finest specimens of Gothic architecture in Virginia. Just when the first Catholic Church in Norfolk was erected is in doubt, but on the grounds occupied by the present edifice there existed so late as 1850, an old church building, which had been for many years abandoned, the congregation worshiping in a church building the walls of which are to a large degree preserved in the large Doric edifice at the rear of the present church, which until its destruction by fire in 1856 was used as a church, and which, since then rebuilt, was for many years used as the domicile of St. Mary's Male Academy, and since the removal of that valuable school to its present habitat, some three years ago, has been used as a hall for school and church fetes.

The present church edifice was dedicated in 1858. It was built under the supervision and as the result of the labors of Rev. Father O'Keefe, who succeeded Rev. Father Hitzelberger in 1852, at the end of a 10 years' pastorate, and was pastor of the church through the terrible yellow fever scourge of 1855, remaining at his post of duty with a heroism that won the hearts of Norfolk people without reference to denominational belief.

The destruction of the church by fire in 1856 was a heavy blow to the congregation, but, rallying under Father O'Keefe's leadership, with splendid determination and self-sacrifice they put their shoulders to the task, and the new church building was the result. The old church was named St. Patrick's, but in 1854 the dogma of the immaculate conception was promulgated by Pope Pius IX, and the new church was the first of any prominence, if not the first, in fact, in this country to take the name of St. Mary's of the Immaculate Conception. The building alone (the shell) cost $65,000, and to-day the property is valued at between $125,000 and $150,000. It is now free from debt, and may be consecrated in the near future. Father Doherty has for 20 years been pastor of the church, and has seen it grow to a position of power and influence that must be pleasant to contemplate; he numbers in his congregation many of the most prominent of Norfolk's citizens.

The church has under its care St. Mary's Male Academy, St. Mary's Female Academy and Orphan Asylum, and the St. Vincent de Paul Hospital.

St. Mary's Male Academy is under the

direct administration of the Xavierian Brothers. It is situated in a square bounded by Holt, Reilly, Mariner and Walke streets, has ample grounds, and has now about 200 names on its rolls.

Another branch of Christian education under the charge of St. Mary's Church is the St. Mary's Female Academy and Orphan Asylum, both under the care and government of the Sisters of Charity, the first of which has about 200 pupils on its rolls, the latter caring for some 50 orphans; to each is given the loving care and direction for which the Sisters are noted.

The data obtained in this sketch of St. Mary's Catholic Church only dates back as far as 1852, when Rev. Father Mathew O'Keefe became the pastor; the congregation was worshiping at that time in the old church on Holt street, known as St. Patrick's,—on the morning of December 8, 1856, this church was destroyed by fire, only three of its walls being left standing. Arrangements were at once made to rebuild, using the old house as a temporary place of worship while the new church was in course of erection, and on March 25 the congregation was again in possession of their old church. On the same day, which was the festival of the Annunciation, the corner-stone of the present edifice, St. Mary's, was laid, and on the 3d of October, 1858, it was dedicated by Rt. Rev. Bishop McGill. In the interval between the laying of the corner-stone and the dedication of St. Mary's edifice the congregation continued to worship in their old church, while the work of erecting the new one was vigorously entered upon and pushed forward to completion.

The present church, which is one of the handsomest and most imposing edifices in the city, was completed at a cost of $125,000. Since the building of this church an elegant pastor's residence adjoining it on the corner of Chapel and Virginia streets was erected at a cost of $12,000. St. Mary's Female Academy and Orphan Asylum cost $30,000. The total valuation of the church property is $182,000.

The present pastor, Rev. Father John J. Doherty, succeeded Rev. Father O'Keefe in the fall of 1887, over 13 years ago, and under his ministrations the church has grown in numbers and influence. The present membership of St. Mary's is about 2,000 souls.

Sacred Heart Roman Catholic Church, Norfolk.

In 1895 a number of the members, realizing the importance of having a second church in the city, withdrew from St. Mary's and formed a new congregation under the name of the Sacred Heart Church. A lot was purchased on the corner of York and Dunmore streets at a cost of $23,000, and a neat edifice erected thereon for $7,000. This church was built under the supervision of its first pastor, Rev. Father McCarty, who was succeeded by Rev. Father T. J. Wilson, whose successor is the present pastor, Rev. Father R. A. Drake. The membership consists of 1,000 souls.

St. Paul's Roman Catholic Church, Portsmouth.

The following historical account of this church was written by Mrs. Olivia S. Cooke, one of its oldest communicants.

The five Catholic churches which have been erected in the parish, now the city, of Portsmouth, Virginia, were all under the patronage of St. Paul.

Early in the nineteenth century the land on which the present church was built was given by Patrick Robertson for that purpose; he also gave the land situated on the north side of High street, adjoining the land on which is now the Ocean House, with the tenements thereon, said land extending to Middle street. This was given for the benefit of the church when it should be erected. The congregation at that time was very small, consisting of a few French and Irish families.

The first church was a very small brick edifice, placed well back from either street and facing east, with a brick floor level with the ground. Immediately beyond the stone doorsill was the grave of the donor, covered with a marble slab, upon which his name was engraved. The sacristy was in the northeast corner of the building and separated from the body of the church by tongue and grooved slabs; there was neither pulpit nor organ, and the whole interior was very plain. When this church was built the writer does not know. This parish was attended by the priest of Norfolk, who also had a small congregation, composed of French refugees from San Domingo, who came here in October, 1799. The name of the reverend father was DeLacy, who was also a refugee. The first priest who came to take charge of the Portsmouth congregation was Rev. Joseph Van Horsigh, a native of Antwerp, who came in 1824, and remained until 1834, when he was sent to Washington, D. C., where he lived until his death, April, 1851.

The congregation increased so rapidly, it was found necessary to have a larger building; therefore the first church was pulled down and replaced by a very attractive building. This church was built of brick, stuccoed all over, and the floor was about four feet from the ground. Unlike its predecessor, it faced High street and was located back about eight feet from the pavement. This building was erected during the pastorate of Rev. Father Joseph Van Horsigh. After the church was completed a row of cedars was planted on the west, north and east sides, which gave the building a very picturesque appearance. A handsome fence separated the steps to the entrance of the church from the street, and just inside the gate was a willow tree on either side, which added greatly to beautify the picture. In this church there was a pulpit, an organ gallery, which was placed over the door, an organ and a bell. Over the sanctuary altar, which was opposite the entrance to the church, were the words in large gilt letters, "Reverence My Sanctutary."

After Rev. Father Horsigh left the parish, in 1834, the next priest who succeeded him was a young German by the name of Burgess, who did not speak English very plainly; he only remained six months. After his removal the next priest who came was Rev. Father Joseph Stoakes; he remained about 18 months or more. The congregation was then without a priest for nearly two years, when, in the spring of 1839, Rev. Father Walter Moriarty was sent to take charge of the seemingly forgotten congregation.

During Rev. Father Moriarty's time he had the church frescoed; the designs were "The Crucifixion," over the altar; "The Immaculate Conception," on one side of the altar, and "The Annunciation," on the other side, and the "Twelve Apostles," six on each side of the church. The Rev. Father remained in charge until August, 1844.

From that time until October of the same year the Catholic flock was left again without a shepherd, when the dear Lord took compassion on this poor parish and sent to it Rev. Father Devlin, the priest and martyr. He remained in charge of the Portsmouth congregation 11 years, when he, too, was taken from it. In 1855, when the two cities of Portsmouth and Norfolk were visited by the dreadful scourge, yellow fever, the good father was indefatigable in his efforts to relieve the sick of all grades, classes and religions, without any distinction, until, overcome by the terrible strain upon his system, he, too, fell a victim to the fever. After rallying twice, the third attack conquered and he was called to fill a martyr's grave. He did not leave his charge without a monument to his memory, which was the third church built on the same site.

The congregation having the second time outgrown the church, the one built during the administration of Rev. Father Van Horsigh was pulled down and a much larger one built. This church was commenced in 1851, and also

fronted High street and stood a little back from the street. The first mass offered up in this church was on Sunday, February 13, 1853, and Rev. Father Joseph H. Plunkett, a dear friend of Father Devlin's, preached at night on "Purgatory." After the death of Father Devlin in October, 1855, Rev. Father Plunkett requested his place, and was sent in January, 1856, to fill it. Notwithstanding the havoc made in the congregation by the fever, the church had to be enlarged by running galleries on the east and west sides of the building.

This church was of short duration, for it was scarcely finished when it was leveled to the ground by fire in April, 1859, caused by the hand of an incendiary; not, as at first believed, from any malice to Catholics, but as a means to rescue friends who were confined in the jail, which building was on the southeast corner of High and Washington streets, opposite the church. This belief was strengthened by the absence of the very persons the next morning; how they escaped no one knew, but all thought it occurred during the excitement at the fire, especially as many persons remembered seeing a hack standing not far from the jail on Washington street.

The fourth church was commenced as soon as arrangements could be made to begin so great an undertaking. The first thing that was done was to fill up the marsh on the west side of the church, for that part of the yard, as well as what is now Washington street, was then, and for many years previous, nothing but a marsh. After that the foundation of the fourth church was commenced, making the front on Washington street, with an entrance also on High. This church was commenced about 1860, but many years elapsed before it was completed, the war between the States being a drawback. It was, however, so arranged that it could be used for divine service.

At the close of the war Rev. Father Plunkett began to solicit subscriptions and was enabled to improve his handsome edifice greatly. This church was very much larger than any of the others, and yet none too large, as the congregation had increased in proportion. Like its predecessor, it met the same sad fate, as it was burned to the ground on Sunday, 4 A. M., March 28, 1897.

Rev. Father Plunkett, like his friend, Father Devlin, did not live to see the destruction of his beautiful monument, for his anxiety and efforts to get the church completed brought on a spell of sickness, which finally caused his death at St. Vincent's Hospital, Norfolk, Virginia, on February 3, 1870. Father Plunkett was brought over to his home on the following day and laid in state before the altar on which he had offered up the holy sacrifice so often; he was buried on Sunday, February 6, at the foot of the altar, just on the outside of the sanctuary rail. Rev. Father William Hanley was sent as assistant to Father Plunkett during his sickness and remained for some time after his death.

Rev. Father Thomas J. Brady was sent to take charge of the parish, which had been filled for 14 years by the much beloved and lamented Father Plunkett. Rev. Father Brady took charge in October, 1870, and went to work with a good will and determination to carry on the work which was so well begun by Rev. Fathers Devlin and Plunkett. In the course of time Rev. Father William Hanley was sent as his assistant. Rev. Father Brady by his efforts had nearly relieved the church of the debt commenced by Father Plunkett, when it was burned. The pressure on the mind of our good and much beloved pastor, Rev. Father Brady, caused by this terrible calamity, was very great. However, steps were immediately taken to build another and much handsomer church, and on February 2, 1898, the first dirt was thrown up to begin its foundation. Father Brady began work with a firm determination, and by his zeal and the exertions of his congregation, with the kind assistance of outside friends, the fifth and the most beautiful church of all is on a fair way of being completed in a much shorter time than was at first expected. As this will be the good father's monument, it is to be hoped he will not

only live to see it completed, but that he will live to offer up divine service in it for many years yet to come.

The first sacrament of confirmation that ever took place in the Catholic Church in Portsmouth was in 1830, in the first little church. Archbishop Whitefield, Fourth Archbishop of Baltimore, was the celebrant, and Mrs. Olivia S. Cooke is the last of that little band who were then made soldiers of Christ. The first marriage that ever took place in church was in the second edifice; the parties were Miss Virginia Bilisoly, daughter of Sylvester Antonio Bilisoly and sister of the late Joseph A. Bilisoly, to Dr. Laurensco Jose Moniz, of Lisbon, Portugal. Rev. Father Van Horsigh performed the ceremony, which took place in July, 1833. The second marriage, which took place in the same church, was that of Patrick Henry Cooke to Olivia S. Bilisoly, on Monday, September 16, 1844. The stationed priest of Norfolk at that time, Rev. Father Alexander Hitzelberger, was the celebrant.

(Mrs.) Olivia S. Cooke.

PRESBYTERIAN CHURCHES.

First Presbyterian Church, Norfolk.

Presbyterianism in Norfolk is a heritage from the early days of religious life and activity in America. Rev. Francis Mackemie was one of the first and most prominent of the apostles of this faith in the New World. His labors were spent chiefly in Maryland and the region northward, but in May, 1684, he visited the part of Virginia lying on the Elizabeth River, and there found an organized Presbyterian Church, of which, in a letter preserved by the Massachusetts Historical Society, he says: "I found there a desolate people mourning the loss of their dissenting minister, whom the Lord had been pleased to remove by death the previous summer." We may infer that their work began some time before this, and date the beginning of their church life some time about the year 1680. From this time to 1710 there are no records of the church. This fact may be readily accounted for, however, by the periods of intolerance and persecution, of long duration, through the intervening years.

From the records of the Norfolk County Court we learn that Rev. Josias Mackie was licensed in 1692 to preach at three points,—the house of Thomas Ivy, on the Eastern Branch; the house of Richard Phillpot, on Tanner's Creek, and the house of John Roberts, on the Western Branch, and, in 1696, the house of John Dickson, on the Southern Branch. At a court held for Norfolk County in January, 1714,—

> These are to certify to their worships, His Majesty's justices for Norfolk County, that I the subscriber do pitch upon a house, last summer erected and now built upon the land belonging unto Richard Butt, Senr., in the Southern Branch for one of our appointed places of public meeting for divine worship and administration of Gospel ordinances, requesting that the same may be entered a record under my hand the first year of His Majesty's reign, this 17th day of January, 1714.
>
> Josias Mackie
>
> The above request granted and ordered to be recorded,
>
> Thos. Butt, *Deputy Clerk.*

Norfolk became a town in 1705. Mr. Mackie died in 1716, as recorded by the Norfolk County Court, and his people are spoken of in a letter of the Philadelphia Presbytery as "the congregation on the Elizabeth River."

In 1801 the General Assembly appointed Rev. Benjamin Grigsby to itinerate through the lower parts of Virginia. By invitation of the church in the borough of Norfolk, of which John McPhail and William McKinder were ruling elders, he became identified with its work, and during the year 1802-03 succeeded in having a building erected at a cost of $12,000. This building still stands at the corner of Bank and Charlotte streets, in good preservation; and the church organization in the "Borough of Norfolk" continues as the First Presbyterian Church. In 1814 the number of communicants in this church was 43. In 1840 the congregation, which numbered 122 communicants, removed to its new building on Church street, which is the present spiritual

home of the large and flourishing assembly of their descendants and successors.

From the completion of the church building in 1802 to the year 1822 the elements for the communion service in the church were furnished by the grandmother of Hugh Blair Grigsby and John B. Whitehead, and from that date to December, 1860, by their mother; and by Mrs. John B. Whitehead, with the exception of three years during the Confederate War, until her death, and then by her daughter until the present time. So from under the same roof for a hundred years less five have been borne the sacred elements for communion in the First Presbyterian Church.

PASTORS.

Rev. Francis Makemie	1683-1692
Rev. Josias Mackie	1692-1716
Rev. Benjamin Grigsby	1801-1810
Rev. John H. Rice, D. D.	1811-1814
Rev. John D. Paxton, D. D.	1814-1819
Rev. Joshua T. Russell	1820-1824
Rev. Shepard K. Kollock, D. D.	1825-1834
Rev. John D. Matthews, D. D.	1835-1840
Rev. Samuel J. Cassells	1841-1846
Rev. S. J. P. Anderson, D. D.	1846-1851
Rev. G. D. Armstrong, D. D., LL. D.	1851-1891
Rev. James I. Vance, D. D.	Oct. 2, 1891-Feb. 1, 1895
Rev. James R. Howerton, D. D.	June 19, 1895
Rev. Edward Mack, D. D.	1900——

In 1851 Rev. George D. Armstrong became pastor, and for 40 years continued in the relation, sharing with the church the joy of her achievements, as well as the sadness and burden of her trials. These latter were no ordinary dispensations, such as are common to men, but scenes of bleeding hearts, and want and death—of pestilence and war. In 1855, during the summer of the pestilence, the church was brought almost to desolation. By the 1st of September only 87 communicants remained in the city. Some had died and many had fled from the fever. The pastor remained. Of the 87 remaining members few escaped the pestilence, and 32 died. After the scourge passed away hope returned, the life of the church was revived and she kept on her way until the war came on, and again her trials were multiplied. Her pastor was removed under an arbitrary military order and confined to a harsh military exile for 15 months.

After the war prosperity returned and the church continued to be a center of light and of moral and spiritual power in the community, an exponent of evangelical Christianity and a perpetual admonition against all unrighteousness.

In July, 1891, the congregation celebrated the 40th anniversary of the installation of Dr. Armstrong as pastor. This anniversary also marked the termination of the pastorate that had been so long and tenderly cherished.

Rev. Edward Mack, D. D., is the pastor of the church at this writing; there are 17 officers, a membership of 600, and the estimated value of church property is $85,000.

All the Presbyterian churches of the community, including those of Portsmouth and Berkley, are the offspring of this mother church.

Second Presbyterian Church, Norfolk.

Was organized in 1872 with 50 members, three elders and three deacons. In February, 1873, Rev. N. M. Woods was called to the pastorate, and the present church building on Freemason street was erected at a cost of about $15,000. After the retirement of Rev. Mr. Woods, Rev. E. O. Frierson was called to the pastorate, and continued in charge for several years. He was succeeded by Rev. R. Moreton, who continued to supply the pulpit for a limited time.

In October, 1888, Rev. William S. Lacy was installed pastor, and continued in this position, honored and loved by his people and the good people of the entire city, until failing health compelled him to resign in 1899. Extensive improvements were made in the church building this year, adding much to the attractiveness and comfort. In January, 1900, Rev. J. Ernest Thacker entered upon the pastorate. The membership now numbers 254, with five elders and seven deacons. The church property is valued at $25,000.

Colley Memorial Presbyterian Church, Norfolk.

Was organized in 1883, with Rev. L. H. Baldwin as pastor. His active services continued until 1889, during which time the work prospered. Rev. R. A. Robinson was elected pastor in 1890. In January, 1898, Rev. C. W. Maxwell was installed pastor, and continues in that position. The members number 177, with five elders and six deacons. The estimated value of the church property is $60,000.

Park Avenue Presbyterian Church, Norfolk,

Was organized in 1884 with a roll of 40 communicants, three elders and three deacons. Rev. E. B. McCluer was its first pastor, and continues in that position. The church has had a moderate but substantial growth. Its membership now numbers 180, with four elders and seven deacons; the church property is valued at about $12,000.

Lambert's Point Presbyterian Church, Norfolk,

Was organized in 1897. The church is prospering under the ministry of Rev. C. D. Gilkeson. The church has an attractive building, a faithful set of officers and an earnest people. The number of members is 63, with two elders and two deacons; the estimated value of the church property is $5,000.

Park Place Presbyterian Church, Norfolk,

Is the youngest church of this communion in the city, having been organized in May, 1899, with a membership of 32. Rev. George W. Lawson is its zealous and popular pastor. The membership is now 39, with three elders and three deacons. The church has a handsome building, valued at $7,000.

Armstrong Memorial Presbyterian Church, Berkley.

This church was named for the distinguished divine, Rev. George D. Armstrong, D. D. It was established about 10 years ago, with 11 members, and they have increased to 106. The church building cost about $6,000. The first pastor was Rev. E. L. Scott; he was succeeded by Rev. E. B. McCluer; then Rev. H. G. Miller, who was followed by Rev. W. A. Slaymaker, the present pastor.

First Presbyterian Church, Portsmouth.

In the month of May in the year 1822, the old church which stood on the northwest corner of Middle and London streets in the city of Portsmouth was solemnly dedicated to the worship of God by Rev. Benjamin H. Rice, of Petersburg, Virginia, and the church, known as the Middle Street Presbyterian Church, was formally organized with five members. How long previous to that date Presbyterian services had been held in this city is not known with accuracy; it is known, however, that prayer meetings with occasional preaching, conducted under Presbyterian auspices, had been held for several years previous to the organization of this church. Rev. John D. Paxton, D. D., of Norfolk, and Rev. Joshua T. Russell, between 1814 and 1824, held occasional services in private houses in Gosport; and for a year or more Presbyterian services were held in Trinity Protestant Episcopal Church, which at that time had no regular rector. After these services in Trinity Church were discontinued the Presbyterians used the school-house of Anson Brooks on the southeast corner of Middle and London streets.

During 1820 or the early part of 1821 the first steps were taken towards the building of a Presbyterian church, the leading spirits being Anson Brooks and Francis Grice, and it was mainly through the efforts of these gentlemen the first church was built. The lot, 180 by 56½ feet, was purchased in July, 1821, for the sum of $500 from Mrs. Barbary Dougald, of Aberdeen, Scotland. The five members who constituted the church were Francis Grice, his mother, Mary Grice, Dorothy King, Jane Dickson and Abigail Maulson. The first pastor was Rev. J. J. Pierce, who continued until

January, 1823, and the first member received into the church was Mrs. Susan Perry. The first child baptized was Virginia Grice, daughter of Francis Grice. The first regularly installed pastor of this church was Rev. Joseph C. Smith, who continued about three years and was succeeded by Rev. R. F. Cleveland, who served only one year. The next pastor was Rev. William Neill, who continued until the dissension between the Old and New School Presbyterians arose. He sided with the "Old," but the majority of his flock went with the "New School."

Rev. James Stratton succeeded him. In December, 1842, L. W. Boutwell was elected and ordained a ruling elder, and in December, 1843, H. V. Niemeyer; the former fell a victim to the yellow fever and the latter died in 1883, having served for 40 years.

Rev. James M. Kinball was elected pastor in February, 1848, and died March 2, 1849, from the effects of a fall. He had a twin brother so much alike that it was with difficulty one could be distinguished from the other. Some months after the death of the minister this brother visited the city and, unannounced, appeared at the weekly prayer meeting in the church, which caused great consternation in the assembly, and some thought the deceased pastor had arisen from the grave.

Rev. G. W. Noyes was the next pastor, and he was succeeded by Rev. Charles Evans. Under this pastor, Dr. John W. H. Trugien was ordained a ruling elder, who, although having a large practice, always made it a point to attend divine services at his church. He was one of the heroes who fell at his post of duty, laboring to relieve the suffering of his fellow men during the prevalence of yellow fever in 1855. Rev. Alexander Porter became pastor next, and while he served the church the High Street Presbyterian Church was organized with 17 members and Rev. Robert J. Taylor was called to its charge, who left in 1862 to be a chaplain in the Confederate Army.

Rev. I. W. K. Handy succeeded Rev. Mr. Porter in December, 1854, and remained in charge until 1862, when he was arrested, thrown into prison by the Federal government and held for 15 months. The two churches were without pastors during the Confederate War, and at its close were united, with the Rev. James Murry as minister, who was succeeded in the spring of 1867 by Rev. D. C. Irwin, who was followed in 1873 by Rev. J. M. Rose. On the 7th of January, 1877, while the congregation were engaged in religious service, the building was discovered to be on fire. The benediction was pronounced and the congregation retired in an orderly manner. A short while after the sacred edifice was in ruins.

The location was changed to the northeast corner of King and Court streets and a handsome new church edifice was dedicated on the 26th day of September, 1877. Rev. Mr. Rose having resigned, Rev. R. Henderson was installed on April 14, 1881, who served until 1884, when Rev. T. Peyton Walton was called to fill the vacancy. Rev. R. L. McMurran succeeded him and entered upon his duties October 25, 1885, and this devoted Christian labored here until his death, September 28, 1892. The vacancy was supplied by Rev. John L. Allison, who was succeeded by Rev. R. B. Eggleston, the present pastor. The elders are: William H. Stokes, Paul C. Trugien, William A. Culpepper, E. L. Lash, E. R. Barksdale and E. S. Burgess; the membership is 300.

There is a church at Pinner's Point and a mission chapel at Prentice Place, suburbs of Portsmouth, both served by Rev. J. W. Lacy. The property, all told, consists of five buildings, with an estimated value of $30,000.

HEBREW SYNAGOGUES.

There are two Hebrew Synagogues in Norfolk and several congregations which are without a regular place of worship.

Beth-El, Norfolk,

The synagogue of the Orthodox Hebrews, was founded by A. L. Goldsmith and Jacob

Umstadter. Mr. Goldsmith was the grandfather of Messrs. Nusbaum, of this city. The building is located on Cumberland street, opposite the Norfolk Academy. J. W. Spagat is president and Lewis Nusbaum vice-president. The late Samuel Seldner was president for a number of years. The rabbi, Rev. H. Benmoshe, is a native of London, England, and enjoys repute as a scholar. There is a Sabbath-school attached to the synagogue, having about 75 to 100 children in regular attendance.

Ohef Sholem Temple, Norfolk.

Is the Reformed Church, and was founded in 1836. Rev. S. R. Cohen is the rabbi. He succeeded Rev. B. Eberson, who for many years officiated as rabbi and is now traveling abroad. The officers of the congregation are as follows: I. Moritz, president; Jacob Hecht, vice-president; Mr. Goldman, secretary; V. Strasburger, treasurer. The congregation has recently given out the contract for a handsome new house of worship, to be situated on Freemason street, near Granby. The present location is on Church street, facing Freemason. Their services are largely attended. The choir is excellent, containing some of the best vocal talent. The congregation numbers about 96 families, and is constantly growing.

Chevra Gomley, Portsmouth.

The colony of Hebrews in Portsmouth of Russian, Polish and other nativity growing to such an extent, it became necessary for them to have a place of worship, and just a few years ago, after using the City Hall and other places, they purchased the club room of the old Portsmouth Club, which for many years stood on Middle street. This structure they moved to a vacant lot which they had bought on High street near Washington, and on which they made many improvements. Not long ago they bought a lot on Washington street near County, but subsequently sold it. This congregation, which is known as Chevra Gomley, has purchased the Central Methodist Church structure, the congregation of which will move into the new edifice to be erected in the very near future at the corner of South and Washington streets.

Church of Christ (Disciples), Norfolk.

Prior to 1867 there was not a member of this body of Christians in Norfolk. During that year a gentleman and his wife moved here from Richmond, Virginia. They began in a few months to celebrate the Lord's Supper, which is a weekly custom with this body of Christians, in their own home, having from time to time their friends to meet with them. Now and then a new member would move into Norfolk, and soon the plan was adopted of holding Lord's Day services from house to house. This was continued from year to year until 1873, when a hall was procured and dedicated and a church organized with 13 members. A pastor was at once employed. This hall was used until 1879, when the present building was erected on Freemason street between Brewer and Bank. The church was dedicated in December, 1879. The present membership is about 200. This church, while poor, has always been self-supporting, and has done a marvelous work in the way of contributing to every good work. It is pre-eminently a missionary church. It has had from time to time a number of able and cultured pastors. It has accomplished great good in this city and community. The present pastor is Rev. Ben C. Herr, an accomplished gentleman, a fine scholar, a preacher of rare ability and a most excellent pastor. The outlook for the church has never been brighter. The members (Disciples) number 450; the valuation of the church property is $25,000.

Lutheran Church, Norfolk.

On the 20th of May, 1896, Rev. J. E. Shenk was sent to Norfolk by the Lutheran

Synod to survey the field and gather together the scattered members of that church who were residing here and form a congregation. Although an entire stranger, Rev. Mr. Shenk entered with a will upon his arduous labors and with a firm reliance in the Great Head of the Church and knowing no such word as fail succeeded in a very short time in organizing a church of that denomination with about 20 members. With this small nucleus Rev. Mr. Shenk continued unceasingly to labor until at the end of six years he has now a congregation of 158 members, a fine Sunday-school and a comfortable and cosy edifice on Charlotte street, purchased from the M. E. Church, which has been handsomely fitted up with an attractive stone front and modern improvements on the interior, at a cost of about $8,000. Services are held there regularly every Sunday morning and night and on Wednesday evenings of each week.

CHRISTIAN CHURCHES.

Memorial Christian Temple, Norfolk.

The history of this church dates back to the year 1889. The first meeting was held November 11, 1889, at the residence of Mr. and Mrs. A. L. Hill, No. 222 Freemason street. This was an informal meeting, which resulted in the appointment of a finance committee, and through this committee a call was at once extended to Rev. C. J. Jones, D. D., of Columbus, Ohio, November 16, 1889. Dr. Jones accepted this call and entered upon his work early in the following year. About this time the committee to provide a place of worship purchased the Charlotte street chapel, March 7, 1890, and the friends of the enterprise met in the said chapel and enrolled 40 members. At a subsequent meeting, held April 18, 1890, 12 new names were added. May 29, 1890, the church met and elected officers as follows: Deacons, Col. A. Savage, Samuel A. Etheredge and A. M. Eley; secretary, T. A. Jones; treasurer, A. Savage; ushers, P. H. Savage and James A. Eley.

Under the labors of Dr. Jones, the new organization rapidly increased in its membership. In 1895 Dr. Jones tendered his resignation, to take effect August 31st, he having accepted a call to Marion, Indiana. July 31, 1895, Rev. J. Pressley Barrett, the present pastor, was called and entered upon his duties the first Sunday in September, having been formally installed on the evening of August 27th, the day before Dr. Jones left for Marion.

The work of this church has been encouraging. Under the labors of the present pastor and his associates the church has witnessed several gracious revivals, and its development along spiritual and missionary lines has been marked. Up to the year 1895 the church had been supported in part by the mission boards of the church at large. In the beginning of the present pastorate the church undertook its own support, and its success has been phenomenal, for, while it is not a wealthy congregation, it has surprised its friends generally by not only supporting itself but also by supporting a native preacher in Japan and from time to time several Bible women in India and Africa.

It is now undertaking to raise the necessary funds to send and support a missionary in Armenia. It hopes to find the missionary for Armenia among its own membership.

Its financial condition is encouraging. It receives no offerings other than the free-will offerings of the people. It will have no entertainment or oyster supper money for its work, and since the adoption of this rule its finances have been in a growing condition, and they find the money easier to raise by direct giving than by indirect methods. It has received 37 members since November 1, 1899, and now has 300 members. It has for the past two or three years raised annually from $2,500 to $2,700. It hopes soon to reach its motto: To give as much annually for the support of the gospel in the foreign field as it does for its home work.

The present edifice was erected under the zealous labors of Dr. Jones at a cost of $18,-

000, and the church as a body has discharged its indebtedness and now enjoys the privileges of its handsome, commodious brick building free from debt.

Providence Christian Church

Is one of the oldest churches in Norfolk County, four miles from Norfolk, on the highway to Great Bridge.

About the beginning of the nineteenth century many ministers of the gospel, viewing the increase of bitterness among the various sects of Christians in the State, and believing it the result of a diversity of sentiment on doctrines of minor importance, felt seriously impressed with the idea that these troubles might be ended by an association upon principles more liberal than those hitherto pursued. They contended that Christians might live in the utmost love and affection by allowing each other the privilege of thinking for themselves, which privilege each one, taken separately, wishes to enjoy.

They therefore united together under the common appellation,—Christian,—which was given to the primitive Disciples at Antioch, taking for their rule both of faith and practice the Holy Scriptures. Animated by the spirit of Christ, some ministers commenced laboring for the Master in St. Bride's Parish, Norfolk County, Virginia, and "many found forgiveness for their complicated crimes." These, with Elder N. P. Tatem, who afterward became pastor, gave to each other the right hand of fellowship in 1804 and organized a church known as "Providence." From 1804 to 1817 no records of the church conferences have been preserved.

Delegates from the various churches of Tidewater, Virginia, met at Providence in May, 1817, and formed a union which afterward became what is now the Eastern Virginia Christian Conference.

In May, 1820, at a conference held at Republican Chapel, Isle of Wight County, Elder Nelson Miller, of Providence Church, was chosen a delegate to meet the brethren of the North in general conference, which was held at Windham, Connecticut, to seek to bring about a union between the brethren of the North and of the South. This was accomplished and continued until the breaking out of the war between the States. A conference of the churches of this section met in Portsmouth, May, 1821.

The record shows the membership of Providence Christian Church in 1821 to have been only 36. In 1829 the membership was considerably over 100.

Following are some of the pastors of the church and the time which they served as such, viz:

Rev. N. P. Tatem	1804-1829
Rev. Joshua Livesay	1804-1829
Rev. Nelson Miller	1804-1829
Rev. Mills B. Barrett	1830-1844
Rev. Joshua Livesay	1845-1849
Rev. William Tatem	1849-1853
Rev. Nash Tatem	1854-1855
Rev. Mills B. Barrett	1856-1859
Rev. W. H. Boykin	1860-1862
Rev. P. S. P. Corbin	1868
Rev. C. A. Apple	1869
Rev. W. B. Wellons	1870-1873
Rev. J. N. Manning	1870-1873
Rev. R. C. Tuck	1874-1878
Rev. H. H. Butler	1878-1887
Rev. G. A. Beebe	1878-1887
Rev. R. A. Ricks	1887-1890
Rev. J. Pressley Barrett, D. D.	1890-1896
Rev. W. S. Long, D. D.	1896-1898
Rev. J. P. Barrett, D. D.	1898-1899
Rev. G. W. Tickle	1899-1900
Rev. J. P. Barrett, D. D.	1900 ——

Berea Christian Church.

Near Great Bridge, Norfolk County, was purchased from the Methodists about 1865, and since which time its congregation has steadily increased. It is now served by Rev. J. W. Harrell.

Rev. M. P. Porter is pastor of the Christian Church in Berkley.

Churchland Baptist Church

Is called after the village of that name, which

is the center of the richest agricultural district of this section. The church was first called Shoulder's Hill, being a branch of the original Shoulder's Hill Church, about six miles distant in Nansemond County. A church was built here in 1829, when the place was called Sycamore Hill, and for a period of 32 years the congregation worshiped alternately at Shoulder's Hill and Sycamore Hill.

Regular pastoral services were kept up during the Confederate War by Rev. Reuben Jones, who had been pastor since 1855. On the third Sunday night in November, 1873, the edifice was destroyed by an incendiary fire. In the spring of 1869 a new building, which cost upward of $6,000, was dedicated by Rev. J. L. Burrows, D. D.

The Churchland Baptist Church is one of the very few country churches that employs a pastor all the time and furnishes a parsonage for him in which to live. This church is somewhat noted for its liberal and systematic contributions to the objects of benevolence; and for the fidelity and promptness with which they pay the pastor's salary; and for the good Sabbath-school work; and for the orderly deportment of the congregations.

Rev. Reuben Jones served this church until his death, when the vacancy was filled by Rev. A. B. Dunaway, D. D., now of Port Norfolk, and after the latter's resignation, the present pastor, Rev. William V. Savage, was called. The church property is valued at $1,200. There are 185 members.

Court Street Baptist Church, Portsmouth,

Was constituted in the year 1789, under the labors of Rev. Thomas Armistead, who was an officer in the Revolutionary Army. He was of high family and rich connections. He was pastor until the year 1792. In 1791 the Portsmouth Baptist Association was formed in this church. After the resignation of Rev. Mr. Armistead the church declined greatly, and at one time between 1792 and 1802 the church employed a colored man by the name of Jacob Bishop to be its pastor. Thomas Etheredge and Jacob Grigg, in their turn, served the church as pastors for a short while.

In 1802 Rev. David Biggs became pastor, and the church became once more prosperous, but his removal to the western country caused a decline in the Baptist cause in Portsmouth.

It is cause of deep regret that the records of the church are lost from the foundation to the year 1854. The facts mentioned above are taken from Semple's "History of the Rise and Progress of the Baptists in Virginia."

We learn from the older members of the church that the next pastor after Rev. Mr. Biggs was Rev. Thomas Bunting, but how long he was pastor and what was the condition of the church we have no means of knowing. The next pastor was Rev. Smith Sherwood, who served the church a short time, but labored in the lower part of the association all of his life; he left a family when he died, the most of whom are still living, and some of them are members of this church at this time. Rev. Mr. Sherwood was succeeded in the pastorate by Rev. Mr. Woolford, but we are unable to give any information in regard to the condition of the church at that time.

The next pastor, so far as we can learn, was Rev. D. M. Woodson, who was an able preacher and an upright man. He took charge of the church in 1821, and remained 10 years. The church was quite prosperous under his labors, but in consequence of a cancer he became unable to preach, and after his resignation Rev. Thomas Hume, Sr., was called to the pastorate. He became pastor on the 17th day of March, 1833, and continued in that relation until October, 1854, at which time he commenced a new interest in that portion of the city of Portsmouth known as Newtown, and the Fourth Street Baptist Church was the result of his labors. Under the guidance of Elder Hume, the church attained a higher degree of prosperity than had ever marked her history. At the commencement of his labors the church worshiped in a small, wood house

at the corner of Queen and Court streets, but in a few years they erected a brick house fronting on Court street. For the completion of this house the members made great sacrifices. Many of the male members, who were mechanics, worked on the building at night after having worked all day where they were employed. The house was completed in the year 1838, and remains a monument to their zeal, devotion and self-denial. Under the wise counsel of Rev. Mr. Hume the church became one of the most liberal churches in the State, and was active in the cause of missions, Sunday-schools and all means of spreading the kingdom of Christ. On the resignation of Rev. Mr. Hume, Rev. S. M. Carter supplied the pulpit for a short time.

In 1855, when the yellow fever scourged the cities of Norfolk and Portsmouth, many of the leading members of the church died. Rev. Cornelius Tyree was called to the pastorate, but after accepting the call asked to be excused from his obligations. Of course the church yielded to his request.

On the 22d of July, 1856, Rev. M. R. Watkinson was chosen pastor. His labors were very acceptable and his preaching was very attractive. Large congregations waited on his ministry. Great prosperity characterized the church for nearly five years, when, on the breaking out of the war between the States, Rev. Mr. Watkinson, in April, 1861, left the city of Portsmouth, and in a few days sent his resignation to the church by mail. After the resignation of Rev. Mr. Watkinson, Revs. Thomas Hume and J. F. Deans supplied the pulpit in succession till February 23, 1862, when Rev. I. B. Lake was elected pastor, but in the consequence of the evacuation of the city by the Confederate troops he did not serve more than one month.

There was no pastor from the time of Rev. Mr. Lake's leaving until about the 1st of April, 1863, when Rev. C. E. W. Dobbs was chosen for a supply at first, and on the 27th of September was chosen pastor.

In May, 1863, the church had great difficulty in preventing the colored members from acquiring entire control of the basement of the church. The city was at that time under military rule, and the commanding officers sympathized with the colored people. Great care was necessary to avert such a misfortune. When the matter was carried before the provost judge he declined to interfere and the trouble passed away.

May 9, 1864, Rev. C. E. W. Dobbs, the pastor of the church, was imprisoned by order of Gen. B. F. Butler, and the church shortly after was occupied as a hospital by the Federal forces, and continued to be so used until Rev. S. B. Gregory, missionary of the Baptist Home Mission Society of the North, came about the middle of December, 1864.

On February 10, 1865, the colored members of the church were granted letters of dismission for the purpose of organizing an independent church. This church after its organization was known as Zion's Baptist Church. Richard Cox gave the lot upon which the house was built. It is now a large and prosperous body.

On the 11th of June, 1865, Rev. William M. Young was elected pastor, but declined the call. On the 3d of Septembtr, 1865, Rev. J. L. Johnson was called to the pastorate, and continued pastor until May 31, 1867. His pastorate was quite successful. The smallness of his salary was the cause of his resignation. August 11, 1867, Rev. M. R. Watkinson was elected pastor by a vote of 39 against 36 cast for Rev. William M. Young. This call Rev. Mr. Watkinson declined. October 3, 1867, Rev. I. B. Lake was elected pastor but declined. November 10, 1867, Rev. Harvey Hatcher was unanimously elected pastor, and entered upon his duties the first of December following. During the pastorate of Mr. Hatcher the church built a pool for baptismal purposes. He resigned on the 27th of February, 1870. On the 20th of March, 1870, Rev. William M. Young was elected pastor, but again declined.

Rev. C. Wilson Smith, of England, was

elected pastor, and commenced his labors May 1, 1870; he resigned on the 8th of April, 1871, to take effect in the following July. He was re-elected the 11th of June, 1871, by a vote of 39 to 26. On the 8th of July, 1871, the church requested him to resign, not on account of any moral objection, but because the church was divided, but Rev. C. Wilson Smith declined to do so, until, in mass meeting held July 16, 1871, there were 55 votes in favor of his resignation, to 27 in favor of his remaining, whereupon he resigned.

September 17, 1871, Rev. A. E. Owen was unanimously elected pastor, and remained as such to July, 1899, when Rev. R. B. Garrett was called to the church. This church has sent out from her members the following ministers, viz.: J. W. M. Williams, J. L. Reynoldson, Richard Allen, C. E. W. Dobbs, Thomas Hume, Jr. (who was baptized into the church, but licensed by the Fourth Street Baptist Church), H. Petty, T. J. Knapp, W. F. Higginbotham, George J. Hobday, C. A. G. Thomas, E. G. Corprew (colored), Edward B. Morris, John W. Daugherty and W. P. Hines. The present membership is 501.

Fourth Street Baptist Church, Portsmouth.

Was constituted April 9, 1855, by members of the Court Street Baptist Church,—Rev. Thomas Hume, Sr., moderator, and Samuel J. Staples, secretary. The exercises contingent upon the formal recognition of the church were conducted by Dr. J. L. Burrows and Rev. Thomas Hume, Sr.

The house of worship is located in South Portsmouth. The church edifice, originally built of clapboards, was afterward enlarged by the addition of 16 feet to its length, and the erection of a gallery and belfry, and at present it is a commodious brick structure.

Rev. Thomas Hume, Sr., was the first pastor, who served the church with great success until May, 1861, at which time he left the city, it being evacuated by the Confederate forces. Soon after the constitution of the church, the terrible scourge of the yellow fever became epidemic in our city. During its prevalence six of the members fell victims to its relentless hands; and others were scattered, and consequently lost to this particular church.

Again in 1861, the number of members was depleted and scattered by a call to arms; but at the close of the war, a few were found ready to cultivate the field, and spend and be spent in the Master's service. During the war and after its close Revs. J. D. Elwell and C. E. W. Dobbs supplied the pulpit. Rev. John Phillips also preached a series of sermons, resulting in great good and the admission of many members upon a profession of faith and baptism.

July 12, 1866, Rev. J. C. Hiden accepted the call of the church to the pastorate, and continued to serve the church with eminent usefulness to the close of his pastorate in September, 1868.

In January, 1869, Rev. N. B. Cobb was elected pastor in connection with the church at Kempsville, Princess Anne County, Virginia, who, with his amiable wife, was eminently useful. If his whole time could have been given to this one church, his ministry would have been an eminent success. Notwithstanding the division of his time between these two churches, the largest and most successful revival was carried on during his pastorate with which the church has ever been blessed. Rev. Mr. Cobb continued until November, 1870. It is also due to Rev. Mr. Cobb to state that he was instrumental in making collections for and purchasing a bell for the church.

Shortly after the resignation of Rev. Mr. Cobb, Rev. Patrick Warren made a visit to the church with a view to the pastorate, but, in a few weeks after his return to Washington, sickened and died.

Rev. M. R. Watkinson, of Camden, New Jersey, labored a month with the church, the result of which was a great outpouring of the Holy Spirit. It was about this time that at-

tention was called to Rev. R. W. Cridlin, as a suitable person for pastor. He was called to the pastorate in May, 1871, which he accepted. Rev. Mr. Cridlin's stay resulted, under the blessing of God, in uniting and strengthening the church, and greatly building up the congregation and the cause of Christianity in our midst; thus giving evidence that the church would soon become self-sustaining. But his wife's health failed, and he felt compelled to leave for other fields of labor. In June, 1874, he resigned, to the great sorrow of the church and the entire community.

Rev. Q. T. Simpson became pastor in October, 1874, but on account of the death of his estimable wife resigned after one year's service. The church then engaged the services of Rev. E. M. Buyrn, first as a supply, then as pastor, which office he held only for a short time. Again the church was without a pastor, during which time Rev. M. R. Watkinson made a second visit, which resulted in 14 professions. A second time did Rev. Mr. Watkinson decline the call to the pastorship of the church. Rev. R. W. Cridlin served his second term as pastor of this church. Rev. W. F. Fisher is the present pastor, with 360 members.

This church has been instrumental in licensing some of the most useful preachers of the Baptist Church: George M. West, January 17, 1856; Thomas Hume, Jr., April 12, 1860; I. B. Lake, July 12, 1860; John N. Ward, August 22, 1858,—the last named was ordained by Elders Hume, Teasdale and Goodall. And here Rev. I. T. Wallace was examined with a view to his ordination. The following ministers have been members of this church, viz.: Thomas Hume, Sr., Thomas Hume, Jr., R. W. Cridlin, C. A. Raymond, I. B. Lake, C. Goodall, V. Palen, George M. West, John N. Ward, H. Ayers and N. B. Cobb.

First Baptist Church, Norfolk.

There had existed a Baptist Church in Norfolk some 10 or 15 years prior to the year 1817, known as the First Baptist Church. It was composed largely of colored members, and Rev. James Mitchell was their pastor. This church got into trouble, and the white members, with the exception of the pastor's family, withdrew and built a new house of worship on Cumberland street, and constituted themselves into a church known as the Cumberland Street Baptist Church.

This church was constituted September 20, 1817, consisting of 25 members. The presbytery was composed of Martin Ross, Aaron Spivey, and Richard Dabbs. Rev. George Patterson, who had been associate pastor with Rev. James Mitchell in the First Baptist Church, was chosen pastor, but remained only four months, receiving in that period three new members, and settled in Alexandria, Virginia. Rev. Samuel Cornelius became pastor January 28, 1818. He continued five years and nine months. Under his administration 61 new members were added to the church.

Rev. Noah Davis, father of Prof. Noah K. Davis of the University of Virginia, became the pastor in October, 1823, and labored as pastor only 16 months, and as occasional supply for eight months. Rev. Mr. Davis left to become the general agent of the American Baptist Tract & Publication Society in Philadelphia, of which he was the founder.

Rev. R. B. C. Howell, then a young graduate of Columbian College, Washington, D. C., was ordained in this church, January 27, 1827, by Rev. William Staughton, D. D., and Rev. Samuel Wait, A. M. He first served the church as a supply for three months; after that was elected pastor April 17, 1827, but did not accept until the end of the year. This was the commencement of the public career of a distinguished divine; he very soon made his mark in the community. His talents and aggressive power soon brought him in conflict with the Pedobaptists, and called forth his three sermons on baptism, which were published in pamphlet form. He also published three tracts, of some 40 pages each, in reply to

Dr. Ducachet, rector of Christ Protestant Episcopal Church, on the office of sponsors in the Protestant Episcopal Church, and of other matters in dispute between Baptists and Episcopalians. This year (1827) started Dr. Howell on the line of controversy, which he kept up a good part of his life. The church building was enlarged about this time. Dr. Howell resigned July 7, 1834, and left for Nashville, Tennessee, early in November, 1834, having labored with the Cumberland Street Baptist Church nearly seven years and a half and received to her membership 364 members.

The church was destitute of a pastor six months. During the period 12 members were added as the fruits of a meeting held by Rev. Thomas Hume, Sr., and others.

Rev. John Goodall became pastor in January, 1835. He was a man of decided ability; his ultra-Baptistic sentiments, and his perpetual preaching on baptism, drove all the congregation from his pulpit except his own people. He remained only one year and received 12 members. The church was destitute of a pastor the whole of the next year (1836). During this time, Rev. Stephen Gardiner was ordained by Revs. T. C. Braxton, D. M. Woodson, Thomas Hume, Sr., A. Paul Repiton, and J. Hendren. During this year the church had occasional preaching by Revs. Comstock, Gardiner, Tinsley and others, and six members were added.

Rev. Joseph S. Baker, M. D., was made pastor in March, 1837. This was a period of great excitement and trouble, on account of disciplinary action against Rev. James Mitchell, pastor of the colored church, known as the First Baptist Church. Dr. Baker remained pastor three years, and received 106 new members.

Rev. Joseph B. Breed, from the North, became pastor in 1840. He continued two years and received 60 members. As the fruits of a meeting held by Rev. Joseph H. Fox, some 40 members were added to the church.

Rev. E. G. Robinson, D. D., a distinguished president of Brown University, was ordained in this church as its pastor in November, 1842, by Revs. J. B. Jeter, J. Walker, J. R. Scott and Thomas Hume, Sr. Rev. Dr. Robinson was a man of exalted intellect, high culture and a magnificent preacher—all intellect and but little emotion—intensely opposed to revivals and religious excitement—at heart a strong Abolitionist. The church received 16 members and built the lecture room.

Rev. John W. M. Williams, D. D., supplied the Cumberland Street Baptist Church one year while Rev. Dr. E. G. Robinson, the pastor, served as chaplain at the University of Virginia. Rev. Mr. Williams was ordained in this church February 27, 1844. Rev. Dr. E. G. Robinson returned from the university, but remained only a short time. In 1846 Revs. Latham and Kingsford preached in the church occasionally and a few members were added.

Rev. C. R. Hendricson, after laboring a short time as a supply, became pastor in June, 1847, and labored 17 months. He was a fine pulpit orator, and added to the church 50 members. The pastor fell into serious trouble and the church divided on the question of retaining him as pastor; a majority voted to continue him, which resulted in the withdrawal of nearly all of the wealthy and influential portion of the church, 74 members in number. On May 7, 1848, these persons were regularly dismissed to be constituted into a new church, now known as the Freemason Street Baptist Church. Rev. Mr. Hendricson thought it prudent to leave, and he settled in Elizabeth City, North Carolina.

Rev. Reuben Jones entered upon the pastorship of this church June 23, 1848. The members were generally poor, but they were a praying, working people, and strongly attached to the old mother church. In 1849, Rev. J. S. Reynoldson held a meeting with the church, which resulted in the baptism of about 100 persons, many of whom proved utterly worthless. Rev. G. W. Johnson, from the Methodist Protestant Church, was bap-

tized and ordained about this time. The church was beautifully frescoed, the pews cushioned and other improvements added during his pastoral administration. After five years and a half with this church, the pastor resigned and left in December, 1853, for Helena, Arkansas, having received into the church about 180 new members.

Rev. Meriwether Winston, a native Virginian, was called from one of the churches in Philadelphia to be the next pastor. He was a very fluent and attractive speaker, but left after one year's service, about the commencement of the great pestilence of 1855, and settled in Savannah, Georgia. Rev. James L. Gwaltney settled as pastor the latter part of 1856. One of the first duties was to preach the funeral of all the members who had died with the yellow fever. He remained only one year and then returned to Boutetourt Springs.

Rev. J. C. Long, afterward a professor in Crozer Theological Seminary at Upland, Pennsylvania, became the next pastor of this church the first of 1859, and continued until the Confederate War closed his labors in May, 1861. His term of service embraced about three years.

During the four dark years of the Confederate War, the Cumberland Street Baptist Church was served successively for short periods, by Revs. C. H. Toy, C. Goodall and J. D. Elwell.

In February, 1864, Rev. H. J. Chandler was called to be pastor, and he accepted; but before he had time to take charge, that is, on February 9th, the keys of the church were taken possession of by the provost marshal and handed over to Rev. Ira Prescott and held by him for the Baptist Home Mission Society in New York. The congregation indignantly declined to accept the services of a pastor forced upon them by military authority. After preaching a while to empty seats, Mr. Prescott delivered up the keys of the church to Deacon March, which the latter accepted upon the specific condition that he, Prescott, would go away and never come to the church again.

When Rev. Thomas Hume, Sr., took charge of this church in July, 1865, it was in a very feeble, dispirited condition. His labors at first were almost gratuitous. The congregation and membership gradually increased. His health began to fail, and while spending the spring in Florida to recuperate, Rev. Mr. McGonigal, from New York, supplied the church. He labored earnestly and successfully, and added a considerable number of members to the church. Rev. Mr. Hume resigned July 1, 1874, a short time before his death, which sad event occurred at his residence in Portsmouth, Virginia, March 8, 1875, being about 63 years of age. He was pastor of the Cumberland Street Baptist Church nine years. Under his administration, the church was lifted to a high plane of Christian zeal, benevolence and holy activity.

Rev. Thomas Hume, Jr., was immediately called to succeed his father, July 17, 1874. He held this call under consideration for several months, during which time, Rev. Samuel Saunders, late from the theological seminary, became temporary supply for the church.

September 18, 1874, Rev. Samuel Saunders, by request of the lower Northampton Baptist Church, was ordained in this church with the following order of exercises, viz.: Sermon, by Rev. C. H. Toy; charge to candidate, by Rev. Reuben Jones; presentation of the Bible, by Rev. A. E. Owen; right hand of fellowship, by Rev. G. J. Hobday; ordaining prayer, by Rev. J. F. Deans; charge to the church, by Rev. A. C. Barran.

Rev. Thomas Hume, Jr., formally accepted the pastorate November 21, 1874, and shortly thereafter, December 27, 1874, was installed by a large presbytery in the presence of a very large assembly: Sermon by Rev. W. E. Hatcher, D. D.; charge to pastor by Rev. W. D. Thomas, D. D.; charge to the church by Rev. Reuben Jones. After four years of

faithful and eminently successful labor, Rev. Mr. Hume resigned in December, 1878.

Rev. W. W. Wood served a short time as a supply, and then became the pastor July 1, 1879, continuing in that position until 1884. He was followed by Rev. Tiberius Gracchus Jones, D. D., and Rev. E. B. Hatcher, the present pastor, succeeded Rev. Mr. Jones. in 1893. The First Baptist Church is the mother of all the Baptist churches in Norfolk. It has 520 members and its property is valued at $40,000.

Freemason Street Baptist Church, Norfolk.

In May, 1848, the Cumberland Street Baptist Church (or First Baptist Church) after free consultation gave a fraternal dismissal to certain persons, about 75 in number, who were the same month constituted into a church, Rev. J. B. Jeter and other ministers conducting the services.

Two of these, Thomas D. Toy and William Dey, had some months before purchased a piece of ground at the corner of Freemason and Bank streets. A plan of a building was obtained from Thomas U. Walter, of Philadelphia, workmen secured and the building begun; the lecture room was completed in May, 1849, and the whole house, including the spire, about October, 1850. The dedication sermon was preached by Dr. Richard Fuller, of Baltimore. The cost of the house was about $35,000, and of the land $5,000. The architecture and acoustics are uncommonly good.

The church worshiped, in the meantime, the first year in the Odd Fellow's Hall, corner of Washington and Avon streets. For one month after the constitution, the pulpit was filled by Rev. J. B. Taylor, of Richmond, and in June following, Rev. Tiberius Gracchus Jones was secured as pastor, and the church began its life.

The first pastor, Rev. Tiberius Gracchus Jones, commenced about August, 1848, and remained in all 19 years, from 1848 to 1871, with absences amounting to four years. It was his first pastorate: he and the church grew out together, and were endeared to each other by the thousand experiences of ecclesiastical and individual life. His lofty eloquence, noble nature and genuine piety, gave him a lasting hold on the church and community. Under his care, the church grew in numbers and efficiency. The Sunday-school flourished, and Baptists took a position in the community that they had never before held. In 1863, during the occupation of Norfolk by Federal troops, he went to Baltimore and became pastor of the Franklin Square Baptist Church of that city, returning to Norfolk in 1865, as soon after the end of the war as possible. In 1867, he was elected president of Richmond College, but gave up the position after serving two years; and in 1869 resumed the pastorship of his old church in Norfolk. In 1871 he accepted a call to the First Baptist Church in Nashville, Tennessee. Dr. Jones returned to Norfolk in 1884, becoming pastor of the First Baptist Church, and so continuing until a few years before his death, which occurred June 27, 1895, at the age of 74 years.

During the temporary absence of Dr. Jones, from 1863 to 1865, the church had the services of Rev. H. J. Chandler and Rev. Dr. Bealor, who faithfully discharged their duties in that trying time, ministering to the handful that remained in the city, and keeping up the church organization.

From 1867 to 1869, while Dr. Jones was at Richmond College, Rev. J. Lipscomb Johnson (later a professor in the University of Mississippi) acted as pastor. His ministry was markedly successful, especially in that he had great influence over the younger part of the congregation, and the church was greatly attached to him.

After Dr. Jones' removal to Nashville, Rev. William D. Thomas (then in Greenville, South Carolina) became pastor. His faithful and able ministry began in October, 1871. He served until 1882, when he was succeeded by Rev. J. L. Burrows, D. D. Rev. M. B.

Wharton succeeded Dr. Burrows in 1891, and resigned in 1899, when Rev. J. J. Taylor, the present pastor, was called.

The history of the church has been marked by the usual variations of prosperity and adversity. Of its constituent membership only a few persons now remain. It suffered no little by the yellow fever scourge of 1855, and during the late war, when, however, by the exertion of some of the members, the building was saved from injury. The church has never been without the kernel of earnest, spiritual-minded members, and has never given countenance to injurious errors or fanatical views. At various times special meetings have been held, with greater or less effect; in 1849, by the beloved Reynoldson; in 1852 and 1874, by Rev. Cornelius Tyree; in 1870, by Rev. A. B. Earle; and in 1876, by Rev. William E. Hatcher.

In 1872 the pastor, Rev. Dr. Thomas, arranged a series of lectures on denominational topics, the expenses being borne by the church, which were delivered in the church by some of the prominent Baptist preachers of the country, and, being afterward printed and circulated in pamphlet shape, made a contribution to the literature of the subject. The lecturers were Rev. Alvah Hovey, of Newton Theological Seminary; Rev. Howard Osgood, of Crozer Theological Seminary; Rev. J. L. Burrows; Rev. N. M. Wilson; and Revs. John A. Broadus and William Williams, of the Southern Baptist Theological Seminary.

The Sunday-school, under the superintendence successively of Thomas D. Toy, T. P. Warren, J. H. Hendren, J. A. Yancey, W. H. Morris and C. E. Jenkins, has been notably successful, both as to members and as to its general efficiency and liberality. Unusual care has been given to the music in the church.

The choir has been under the directorship, first of Thomas D. Toy, then of Samuel Borum, and then of R. B. Toy. The organists have been Possett, Whitman, Southard and Miss J. McKenny. Under the direction of R. B. Toy, the singing of classic music in the church and the Sunday-school has been introduced without diminishing the congregational singing. The church continues to be an earnest body, with a growing interest in missions and education. One minister of the gospel has gone out from it, Rev. C. H. Toy, and one licentiate, Rev. T. P. Warren. The property of the Freemason Street Baptist Church is valued at $40,000, and the church has 821 members.

West Norfolk Baptist Church

Is situated in the village of that name at the mouth of the Western Branch of the Elizabeth River. It is an offspring of the Churchland Baptist Church, not far distant, and was organized in 1895. The building is worth $1,500, and the church has 93 members. Rev. A. B. Dunaway, D. D., the first pastor, was succeeded by Rev. Braxton Craig and he by the present pastor, Rev. Vernon I'Anson.

South Street Baptist Church, Portsmouth.

Is at the northwest corner of South and Effingham streets in Portsmouth. It was organized in 1889, the first pastor being Rev. J. W. Daugherty, who continued until 1894, when he was followed by Rev. J. W. Mitchell, the present incumbent. The church property is valued at $21,000, and the church has the names of 337 members on its rolls.

Port Norfolk Baptist Church

Is located in the northernmost suburb of Portsmouth,—Port Norfolk. It was organized in 1898 as a mission from Calvary Baptist Church. Rev. A. B. Dunaway, D. D., was the first pastor and continues to this date. The church building cost over $5,000, and there are 124 members.

South Norfolk Baptist Church

Is a mission of the Berkley Avenue Baptist

Church, located in the suburbs of Berkley. It was organized in 1893, has 115 members, and the building is worth $2,000. Rev. S. S. Robinson is the present pastor.

Park View Baptist Church, Portsmouth,

Is located on Hatton street, Portsmouth. It was organized in 1899, has 115 members, and the church building is valued at $6,000. Rev. W. P. Hines is pastor.

Gilmerton Baptist Church

Is located in the village of that name, at the mouth of the "new cut" of the Dismal Swamp Canal, on the Southern Branch of the Elizabeth River and at the end of the trolley line south of Portsmouth. It was organized in 1895 under Rev. F. H. Martin, who served the church until 1898, when he was succeeded by Rev. E. E. Dudley, who remained until 1899, when Rev. J. T. Riddick assumed charge of the flock. It has 71 members and the building is valued at $1,500.

Calvary Baptist Church

Is an offspring of the Court Street Baptist Church in Portsmouth. It is located in the suburb called Scottsville and was organized in 1889. The first pastor was Rev. J. W. Daugherty, who served several years and was succeeded by Revs. R. W. Baylor, F. H. Martin, P. C. Davis and Samuel Saunders. The church building and parsonage are valued at $3,000. It has 233 members.

Burrows Memorial Baptist Church

Is located at Lambert's Point, suburb of Norfolk and the seat of the great coal piers of the Norfolk & Western Railway: It was organized in 1894 and has 138 members. Rev. R. H. White was chosen pastor in 1895 and he was succeeded by Rev. G. W. Cox. The church property is valued at $2,500.

Park Avenue Baptist Church, Norfolk.

On May 24, 1885, the Park Avenue Baptist Church was organized, with Rev. R. W. Cridlin as its first pastor. He was succeeded in turn by Rev. D. W. Gwin, D. D., who served the church from 1889 to 1893, and was succeeded then by its present pastor, Rev. James J. Hall. The church has a membership of over 700, and is now in a sound financial and spiritual condition. The present handsome edifice is situated on the corner of Park and Brambleton avenues, Brambleton Ward, Norfolk, the erection of which was begun under its present pastor in 1895.

Central Avenue Baptist Church, Norfolk.

This church, which is located in Atlantic City Ward, Norfolk, at the corner of Central and Fort avenues, is about to erect a handsome edifice on Olney Road, at a cost of about $20,000. Its former pastor was Rev. T. A. Hall, who was succeeded by Rev. E. E. Dudley, who is still serving the church. It has 189 members.

Grace Baptist Church, Norfolk,

On the corner of Princess Anne avenue and Church street, is an offshoot of the Cumberland Street Baptist Church. The following named ministers have served as pastors: Rev. Vernon I'Anson, Rev. W. S. Leake and Rev. Lundy R. Wright. Rev. Dr. A. E. Owen is the present pastor. The church is growing in numbers and has 193 members.

Spurgeon Memorial Baptist Church, Norfolk,

Was organized in 1892,—a colony from the Park Avenue Baptist Church. Rev. J. J. Wicker was the first pastor, and he was succeeded in 1896 by Rev. F. H. Martin, who was succeeded in 1898 by Rev. L. R. Christie. It has a membership of 196 and its property is worth $3,000.

Pleasant Grove Baptist Church.

This church, the outgrowth of the North West Baptist Church, was constituted in 1845, located in Norfolk County. Its organization is due to the indefatigable labors of Deacon Thomas Jefferson Harrison, a pious and influential Baptist, then living in the neighborhood. It was through his efforts also, and that of John Cooper and Mr. Warden, that the house of worship was built. Mr. Warden, though not a member of any church, was a warm friend of the then feeble church, and gave liberally of his means to its support.

The first pastor was Rev. G. A. Exall, a teacher in an academy about two miles from the church. His pastorate was of short duration, being called away upon some important business. His place was immediately supplied by Rev. E. F. Dulin, of the same academy. From 1846 to 1848 the church was without a pastor, but was supplied by pastors of other churches, among whom were Revs. Thomas Hume, Sr., Jeremiah Hendren and Robert Gordon, and David Riggs, of Pungo.

In 1848 the church called Rev. Lemuel Sanderlin, of North Carolina, who entered upon his duties in April. Rev. Mr. Sanderlin continued to labor acceptably until the close of summer (August), 1854, when he was removed by death. The church was then without a pastor until September, 1855, when Rev. Joseph H. Womble became the minister. Upon Rev. Mr. Womble's resignation, Rev. Abner Berry was called to the pastorate, and served in that capacity until near the close of his life,—May, 1858. After his death Rev. William D. Pritchard became pastor and served 14 years,—an evidence of worth and appreciation. During his pastorship Rev. Thomas G. Wood, a member of this church, was licensed to preach, and subsequently ordained at a union meeting of the lower district of the Portsmouth Baptist Association, by Revs. A. Paul Repiton, D. D., William D. Pritchard, J. A. Speight and R. W. Cridlin.

In December, 1871, and subsequently, the church dismissed 45 members (nearly one-half) to constitute the church at Centreville. This left them in a very feeble condition, so that they had to apply to the state board for aid. The state board, through the union meeting of the lower district, sent Rev. J. A. Speight, the then missionary of the lower district, to preach for them one Sabbath in a month.

Rev. Samuel Saunders succeeded Rev. Mr. Speight in January, 1873, and served seven months, leaving to go to the Southern Baptist Theological Seminary. Rev. N. M. Munden, the present pastor, commenced his services with the church in October, 1873. In 1874 the church was remodeled. It now numbers 121 members.

Lake Drummond Baptist Church

Is located in Norfolk County, 20 miles from Norfolk, and three miles east from the Dismal Swamp Canal. It was constituted July 27, 1850, Revs. Thomas Hume, Sr., and J. G. Councill officiating. At the time of the organization there were but nine members—five males and four females, who had taken letters from the North West Baptist Church. In July, 1851, the new house of worship, built on a lot donated by Michael Sykes, was dedicated, and the same year the church was admitted into the Portsmouth Baptist Association.

From the time of organization Revs. William Gates Thompson and Evan Forbes served the church as pastors, during which time there were seven added to the membership. From 1856 to 1857 the church with difficulty maintained an existence.

In the winter of 1864 and 1865 the colored people, led by one Johnson Hodges, took possession of the house of worship, but were promptly ejected by the Federal forces. In 1866 they again attempted its occupancy, but were dispossessed by the civil authorities.

During all these years the church was supplied irregularly with preaching, respectively,

by Revs. Lemuel and Dorsey Sanderlin, William D. Pritchard, Absalom Cherry and J. F. Deans, and Joseph Lassel, of the Methodist Church.

In February, 1867, the church again called a pastor, and was served until 1873 by Revs. William L. Fitcher, Jesse Wheeler and William D. Pritchard, during which time 58 persons were added to the membership. For the next four years, 1873-1876, inclusive, Rev. J. M. C. Luke "goes in and out among them;" 23 members were added to the church, and much material progress was made. Next in the pastorship was Rev. Q. T. Simpson, who served the church for one year. At the expiration of this time Rev. J. F. Tuttle was installed.

The church at present is in a healthy, vigorous condition, is in co-operation with the general work of the denomination. Rev. D. G. Lancaster is the present pastor and there are 110 members.

Salem Baptist Church

Was originally called Tanner's Creek and is situated about five miles northeast of Norfolk. Dr. Howell said it was brought into existence under the following circumstances: On Tanner's Creek, some six miles from the city of Norfolk, in the direction of Hampton Roads, was a very fertile, wealthy and populous neighborhood. Here was an old forsaken colonial meeting house, which their fathers had occupied before the Revolution. This house a Mr. Brown and others living near fitted up for service, and induced Jeremiah Hendren, of Norfolk, to hold there regular prayer and exhortation meetings. The congregation now became full, and the leaders made application to the Cumberland Street Baptist Church to license him to preach, which it did on July 2, 1828.

Early in the next year the brethren at Tanner's Creek purposed establishing a Baptist church there, looking to the services of Rev. Mr. Hendren as prospective pastor. For this purpose they applied to the churches in Norfolk and Kempsville for the appointment of a presbytery. The former sent Rev. R. B. C. Howell, the latter Rev. Smith Sherwood. Being assembled, this presbytery first constituted the church, next they ordained Rev. Mr. Hendren to the full work of the ministry, and installed him as the pastor of the church, and then they ordained the deacons. Rev. Mr. Hendren continued to serve them as their pastor until his death,—which occurred in January, 1864,—some 35 years.

This church was always a feeble body. Rev. Mr. Hendren, being engaged in mercantile business in Norfolk, was not dependent upon the church for support, but was enabled to preach for them almost gratuitously during the whole of his long pastorate.

In the year 1833 the Portsmouth Baptist Association met in this church, and was honored with the presence of the illustrious John Kerr and Ira M. Allen, of Philadelphia. This session was a memorable one, on account of the strong and very decided ground taken by the body against the teachings of Alexander Campbell and his followers, which at that time were distracting the Baptist churches of Virginia and the country.

In the year 1836 the name of this church was changed from Tanner's Creek to Salem, its present name. There are no records of the church prior to the Confederate War. The membership had run down very low.

In 1866 Rev. Edward Jordan was pastor. He was succeeded by Rev. R. H. Baylor in 1867. Of the next two years we have no records, but we are in possession of some facts concerning that period. The meeting-house was in a state of rapid decay, and the church well nigh extinct.

J. Hardy Hendren, of Norfolk, desirous of building some kind of monument in memory of his father, concluded that the best memorial he could erect would be to rebuild his father's old church, which he did, largely at his own expense. Soon a spacious and neat house of worship was constructed out of the old one,

and opened for public worship some time about the year 1870. Soon he had a flourishing Sunday-school, with all the modern appliances and facilities, two regular pastors, Revs. A. Paul Repiton and J. A. Speight, with frequent baptisms. To help forward the cause, Rev. A. B. Earle was invited to hold a meeting in the fall of 1871, which he did with only little success. For two or three years the church ran forward gloriously on the flood tide of prosperity, and then the ebb tide began.

October 10, 1872, Rev. T. G. Wood was elected pastor. In January, 1873, Rev. J. A. Speight was elected to the same office. So the church had two pastors laboring jointly for a short time. In September, 1874, Rev. A. Paul Repiton was again made pastor. Revs. J. A. Speight and J. F. Tuttle were joint pastors in 1876; Rev. Mr. Warren, of Norfolk, supplied the church in 1877; Rev. R. W. Cridlin, in 1885 and 1886; Rev. W. P. Hines, in 1878-1888-1896-1897; Rev. J. J. Wicker, in 1892; and Rev. Kelly Hobbs, in 1899 and 1900. There are 40 members.

Deep Creek Baptist Church

Is called after the village of that name, situated on the Dismal Swamp Canal, in Norfolk County, eight miles from the city of Portsmouth. There were a number of Baptists in Deep Creek as far back as 1785. In that year 12 members were received from Deep Creek into the fellowship of the Shoulder's Hill Baptist Church. One of these, Jeremiah Ritter, subsequently became a preacher, and was for several years the pastor of the Shoulder's Hill Baptist Church. But there is no evidence of any regularly organized church at Deep Creek until the year 1830, when the Deep Creek Baptist Church was admitted into the Portsmouth Baptist Association, with Rev. Jeremiah Hendren for its delegate. The body was never again represented in the association; after being waited upon by a committee of the association, and borne with for several years, it was dropped in 1840.

The present church was organized August 29, 1869, by Revs. N. B. Cobb, Harvey Hatcher and George J. Hobday, with 17 members. The first pastor was Rev. A. Paul Repiton, who filled the pulpit from April 24, 1870, until July 26, 1873, a little more than three years. Rev. Mr. Repiton was an attractive man and gave a fresh impetus and prestige to the Baptist cause in the village.

Rev. J. M. C. Luke was the next pastor, who occupied that position from January 4, 1874, to July 19, 1876, when he resigned, having served over two years, not without a measure of success. Rev. A. E. Owen, D. D., filled the pastorate of this church from November 1, 1877, until 1881. Then followed in succession: Rev. J. F. Tuttle, Rev. J. A. Speight, Rev. W. V. Everton, Rev. J. W. Harris, Rev. W. F. Fisher and Rev. J. T. Riddick, the present pastor.

North West Baptist Church.

This church is located in Norfolk County, about a mile from North West River Bridge, near the North Carolina line. It appears on the minutes of the Portsmouth Baptist Association first as the North Upper Bridge, and then as the North West Upper Bridge Church. In 1820 it assumed its present name. It so happened that Baptist preachers, traveling from Shiloh, North Carolina, to Pungo, Virginia, preached at private houses in the neighborhood on their way. Rev. Edward Mintz, from Nansemond County, also paid them frequent visits and preached to the people. Out of the fruits of their labors the North West Baptist Church was constituted in 1782, and was received into the Kehukee Baptist Association at Shoulder's Hill in 1785. The records of this church from 1782 to 1800,—18 years,—were destroyed when the meeting-house was burned in 1818. A new church was built in 1821. The present house of worship was erected in 1895.

Rev. Jacob Grigg was the first pastor after 1800, and he served as such from 1802 to 1805, a period of three years. Mr. Sample

speaks of Rev. Mr. Grigg as "a preacher unsurpassed by any in Virginia for deep investigation and for clear and lucid exhibitions of divine truth." Rev. Dempsey Casey became pastor in 1805, and continued to serve until 1814, a period of nine years, with only partial success. Rev. Peter Lugg succeeded Rev. Mr. Casey, and remained from July, 1814, to February, 1819, a period of five years. Rev. Reuben Dowdy served as pastor from 1821 to 1824, a period of four years. Rev. Matthias Etheridge, one of their own members, was next called to the pastorate, and held the office from 1825 to 1837, 12 years. He was the father of Dr. H. S. Etheridge, of Wallaceton, Virginia. Rev. William B. Dawley then followed, to hold the office only one year. Rev. Matthias Etheridge was again chosen pastor, and served a second term of three years.

To say nothing of others who filled the office of clerk, it is worthy of statement that Joseph Williams was elected clerk of the church in 1842, and served over 50 years.

Rev. Evan Forbes, of North Carolina, was made pastor in November, 1842, and served until September, 1848, a period of six years. October 5, 1844, about 20 members were dismissed to constitute the Pleasant Grove Baptist Church. Rev. Lemuel Sanderlin was chosen pastor in September, 1848, and served the church as such for several years. April 27, 1850, a number of members were dismissed to constitute the Lake Drummond Baptist Church. Rev. Joseph H. Womble was chosen pastor in 1854, and served the church two years. Rev. A. Barry was pastor in 1856. Rev. J. D. Elwell assumed the pastorate in January, 1857, and remained about six years. Rev. A. J. Lowe was pastor in 1864 and 1865. Rev. J. F. Deans had charge of the church in 1866, and baptized during the year 60 persons. Rev. N. B. Cobb was pastor two years, —1867 and 1868. Rev. William Fitcher served the church one year, in 1869. Rev. A. Paul Repiton was pastor from 1870 to 1872. Rev. T. Babb then took charge only for a few months. Rev. J. A. Speight was pastor of this church from June, 1872, to the close of 1879, —about seven years and a half. Then followed Revs. O. C. Horton, J. A. Speight, W. V. Everton, J. B. Chittey and P. S. C. Davis, the present pastor. The church now has 213 members.

Centreville Baptist Church.

This church, located on the Great Road, about four miles from Great Bridge and 16 miles from Norfolk, is a branch from the Pleasant Grove Baptist Church, and was constituted February 7, 1872, Revs. A. E. Owen, R. W. Cridlin and J. A. Speight, with brethren W. A. Smith, J. B. Howell, A. O. Lee and J. M. Sawyer composing the council. The house of worship had been previously constructed, and was dedicated January 7, 1872, Rev. N. M. Munden officiating. The church was organized with 41 members, representing all the essential elements of efficiency usually found in the most highly favored country churches.

Rev. J. F. Tuttle was pastor in 1882, and was followed successively by Rev. J. A. Speight, Rev. W. V. Everton, Rev. J. M. Dunaway, Rev. P. S. C. Davis, Rev. J. B. Chitty and Rev. S. B. Overton, the present pastor. This church has 77 members and its building is valued at $1,200.

Mulberry Baptist Church.

This church is located near the Western Branch in Norfolk County, about six miles west of Portsmouth. It was constituted in December, 1849, by a presbytery consisting of Rev. Thomas Hume, Sr., and Rev. James G. Councill, the missionary of the lower district. The services were held in the public schoolhouse, and six members entered into the organization. The church was erected in 1850. Rev. James G. Councill was the first pastor and served for four years, increasing the membership to 84 whites and two colored. In

September, 1857, Rev. Isaiah T. Wallace was ordained in the church. When the Confederate War broke out the members became dispirited and scattered. The church building was torn down by the Federal troops, and after the war the church membership was almost extinct. The church edifice was rebuilt, but the membership became gradually reduced to six, and in 1899 the church was dropped from the association.

Bethel Baptist Church

Is situated in Norfolk County, about 10 miles from the city of Norfolk. It was organized in 1889. Rev. P. S. C. Davis is the pastor. The building is valued at $1,500 and the church has a membership of 98.

Berkley Avenue Baptist Church, Berkley,

Was organized September 8, 1873, by the following presbytery, called together for that purpose, viz: Revs. A. Paul Repiton, D. D., R. W. Cridlin, A. E. Owen, N. M. Munden and William D. Pritchard. Only 16 members entered into the original constitution.

Rev. J. F. Deans immediately took the pastoral oversight of this little flock, and preached for them until 1875. About this time Rev. E. M. Buyrn came to Berkley, and astonished the people by his pleasing elocution, but his stay was short. From 1875 to 1877 there was no regular preaching, except an occasional sermon on Sunday afternoons by the pastors of Norfolk and Portsmouth and Sunday night preaching for a few months by Rev. Reuben Jones, of Churchland. On July 16, 1878, Rev. Robert Vandeventer, from Crozer Theological Seminary, took the pastorate. The membership increased from 24 to 60. In 1881 they erected a house of worship, on a central and eligible lot, which was given them by Mr. Berkley. Rev. H. N. Quisenbury was pastor in 1892, succeeded by Rev. C. W. Duke in 1896, who was followed in 1898 by Rev. T. C. Skinner, the present pastor. This church has 337 members and the property is valued at $12,000.

Broadway Baptist Church

Is situated between Great Bridge and Kempsville in Norfolk County, about four miles from Berkley. It was organized in 1899, has a membership of 17, and its property is valued at $300. Rev. S. S. Robertson is pastor.

METHODIST EPISCOPAL CHURCHES, SOUTH.

There are, in all, 35 Methodist Episcopal churches in Norfolk County.

SEVEN IN NORFOLK.

Epworth	852 members.
Queen Street	580 members.
M'Kendree	580 members
Cumberland Street	587 members.
Centenary	353 members.
Lekie's Memorial	263 members.
Trinity	237 members.

FIVE IN PORTSMOUTH.

Monumental	650 members.
Central	603 members.
Wright Memorial	432 members.
Owens Memorial	240 members.
Park View	213 members

SEVEN IN WESTERN BRANCH MAGISTERIAL DISTRICT.

Port Norfolk	101 members.
West Norfolk	57 members.
Churchland	55 members.
Jeriff's	Not reported.
Olive Branch	Not reported.
Brighton	Not reported.
Cottage Place	Not reported.

FOUR IN WASHINGTON MAGISTERIAL DISTRICT.

Chestnut Street, Berkley	425 members.
Liberty Street, South Norfolk	176 members.
Oak Grove	77 members.
Oaklette	37 members.

FOUR IN TANNER'S CREEK MAGISTERIAL DISTRICT.

Lambert's Point	215 members.
Huntersville	101 members.
Bethel	52 members.
Denby's	Not reported.

THREE IN PLEASANT GROVE MAGISTERIAL DISTRICT.

Good Hope	154 members.
Bethesda	128 members.
Tabernacle	Not reported.

THREE IN DEEP CREEK MAGISTERIAL DISTRICT.

Gilmerton	Not reported.
Deep Creek	Not reported.
Indiana	Not reported.

TWO IN BUTT'S ROAD MAGISTERIAL DISTRICT.

Indian Creek	44 members.
Mount Pleasant	Not reported.

Cumberland Street M. E. Church, South, Norfolk.

The first Methodist Society founded in Virginia was organized in Norfolk in 1772, and is accredited to Rev. Robert Williams, who, on his arrival here, preached his first sermon on the Court House steps, which was on the site of the great dry goods store on Main street at the head of Market Square. History records that they owned no church edifice here before 1793 or 1794. Their regular place of worship until the Revolutionary struggle is supposed to have been the old shattered building, the "Play House," referred to in the writings of Pilmoor and Ashbury.

The first church erected on Cumberland street was on the site where the present building stands, and was completed in 1802.

In March, 1803, 97 years ago, Bishop Ashbury preached in it. The present edifice is the third one built, the second building having been destroyed by fire on the night of March 2, 1848. The third church was finished in January, 1849, and on the 8th of that month was dedicated by Rev. John E. Edwards, D. D. The Methodists numbered at that time, white and colored, between 600 and 700 members.

In 1848 and 1849, such was the growth of Methodism that the time had ripened for the building of a new church edifice, and measures were taken to accomplish the result, and the erection of the Granby Street Church was commenced under the leadership of Rev. Dr. John E. Edwards, and the building was completed and dedicated by Dr. Edwards in 1850, who was its first pastor. From this church also sprang Centenary and McKendree, two influential and self-sustaining stations. Queen Street Church was the direct product of the Cumberland Street Church, as was also the Chestnut Street Church in Berkley. The Huntersville Church is a child of the Granby Street Church, now Epworth. So that from the small number of 600 members, Methodism in Norfolk during the last 128 years has grown to nearly 4,000, with about 12,000 adherents. The total membership in the Norfolk district is about 7,000; total value of church property in Norfolk, $265,000; number of pastors, eight; local preachers, three.

Epworth M. E. Church, South, Norfolk,

Is one of the finest buildings in the South. It was formerly Granby Street Methodist Episcopal Church, South, which was organized 50 years ago.

Dr. William A. Smith, while pastor of the Cumberland Street Church, saw the need of a new organization, and declared to his people that the interests of Christ's kingdom and of Methodism demanded that they build another church and organize a new society. Under the pastorate of Dr. J. E. Edwards, in 1848-49, measures were taken to accomplish this result. A lot on the corner of Freemason and Granby streets,—a most eligible location,—was secured, and the Granby Street Church was built. It was completed in 1850, and on the 1st of December of that year 116 members withdrew from the Cumberland Street Church and organized the Granby Street Methodist Episcopal Church, South. The church was dedicated on Sunday, December —, 1850, by Dr. John E. Edwards, who was its first pastor. The official board consisted of the following stewards: H. W. Williams, James Hicks, Nathaniel Nash, E. J. Griffith, G. W. W. Camp, C. F. Martin, E. R. Gale. Trustees: J. H. Nash, Benjamin W. Gatch, James M. Brooks, William P. Griffith, William Callis, E. H. Delk, William Taylor, Horatio N. Williams. Dr. John E. Edwards was the first pastor of the church, filling the station from 1850 to 1852. He was succeeded by Dr. D. S. Doggett.

The subject of a new church building had been agitated for several years. The congregation felt that a more modern and more commodious building was needed. In March, 1892, Dr. William E. Evans called upon the congregation for a subscription for this purpose, and the sum of $42,000 was at once

realized. The committee appointed to select a suitable site purchased a large and elevated lot on the corner of Freemason and Boush streets, one square west of the old site, and on this was built a church which is second to none in Virginia or in the South. The corner-stone was laid with Masonic rites on the 24th day of April, 1894, in the presence of a large concourse of people, and Rev. A. Coke Smith, D. D., delivered an eloquent and able address. It was completed and dedicated on the 19th day of January, 1896, by Rev. Dr. A. Coke Smith, who delivered a powerful sermon, from Titus, 2d chapter, 11th to 14th verses, to an immense audience. It is a magnificent structure, with an interior symmetrical and charming, and withal comfortable; an exterior stately and imposing; and with its elegance and richness of frescoing, fittings and furnishings unsurpassed. It is truly a work of art, and an ornament to the city of Norfolk. The members of the congregation felt more than gratified at the happy consummation of their long-cherished hopes and plans, but perhaps no one felt happier than did William Taylor, the oldest living member, who came out from the old Cumberland Street Church and helped to build the Granby Street Church, and, after serving on the Epworth Church Building Committee, was spared to see the dedication of their grand church edifice. The following are the officers of the church:

TRUSTEES.

William Taylor, Chairman.

H. C. Davis,	J. D. Gale,
J. L. Roper,	A. J. Denby,
M. C. Ferebee,	B. D. Thomas,
R. A. Dodson,	R. O. Nottingham,

STEWARDS.

John L. Roper, Chairman.
W. M. Jones, Secretary.
L. Clay Kilby, Church Treasurer.
B. T. Bockover, Poor Fund Treasurer.
W. B. Roper, Choir Fund Treasurer.
John H. Thompson, Recording Steward.

G. R. Atkinson,	W. D. Rountree.
M. L. T. Davis,	B. D. Thomas,
J. L. Walker,	D. J. Turner,
J. W. Perry,	W. J. Vesey,
B. G. Pollard,	McD. L. Wrenn,
T. S. Southgate,	J. Sydney Smith,
W. T. Simcoe,	C. W. Harrell,
John T. Bolton,	E. C. Deming,
William A. Wrenn,	A. C. Miley.

McKendree M. E. Church, South, Norfolk.

There is probably no other congregation in the Virginia Conference which has grown more rapidly than that now worshiping in the McKendree Methodist Episcopal Church, South, of Norfolk, Virginia. (Brambleton Ward.)

This section of the city has increased so rapidly in population that in a few years it has been transformed from a small suburb of 500 people into a populous and one of the most important residential wards of the city, with over 6,000 inhabitants,—a community of thrifty, industrious business men and mechanics, a large percentage of whom own their homes.

This fully explains the fact that, in the same short time, the little chapel which was built for this progressive congregation, about 15 years ago, by its worthy mother, the Granby Street Methodist Episcopal Church, South, has been replaced by a commodious and well-appointed edifice, with a seating capacity of over 800, and every modern appliance for the comfort and convenience of those who seek its walls to worship. This property cost about $25,000, and is truly a monument to Methodism. The new church was dedicated on October 2, 1892, Dr. R. N. Sledd preaching the sermon. The church was named for the late Bishop McKendree.

Queen Street M. E. Church, South, Norfolk.

Early in 1877 the church building was finished. It stood on the southeast corner of Queen and Newton streets, where one of the buildings of the Ballentine Arcade now stands, was a rectangular brick structure, without tower or spire, plain and neat in appearance, comfortably furnished, had no gal-

leries, and would accommodate about 400 persons. At first it had but one room, but afterward a pastor's study was built in the rear of the pulpit. The dedicatory services were held on Sunday, February 25, 1877, with large congregations in attendance. Rev. John E. Edwards, D. D., preached both morning and evening.

The house of worship above described, after several years of use, was found to have been defectively constructed; the walls were bulging in such a manner as to render the whole structure unsafe. It was decided to pull down the building, sell the lot, purchase a better one on the opposite side of the street, a little further east, and erect a much larger and better edifice. In December, 1885, a lot was bought on the corner of Queen and Pulaski streets, a temporary tabernacle was erected for the use of the congregation, and some time during 1886 the present handsome building was begun. The lecture-room wing was first built and occupied. The opening services were held on Sunday, February 27, 1887, sermons being preached by Rev. W. V. Tudor, D. D., Rev. L. B. Betty, and Rev. A. G. Brown. Work on the auditorium was begun in July, 1888, and the entire building was completed in 1891. The dedicatory exercises were held on Sunday, January 11, 1891, and in spite of the very inclement weather large congregations were in attendance. Bishop Robert K. Hargrove, D. D., officiated and preached both morning and evening. This church has continued to grow very rapidly, and is now one among the largest in the district.

Monumental M. E. Church, South, Portsmouth.

The day after Rev. Robert Williams preached in Norfolk, which was in the early part of 1772, he preached in Portsmouth on the invitation of Isaac Luke, a prominent citizen of the place. Rev. Mr. Williams remained in the twin cities a month or more, preaching to large congregations. A class was formed under the care of Isaac Luke, and Monumental Methodist Episcopal Church, South, goes back in unbroken sequence to that organization.

Nine years prior to this it is said that the great Whitfield appeared in Portsmouth. William Maxwell's recollections of his mother, printed in the *Antiquary*, reports her as saying in referring to her mother: "She took me, too, to church along with her every Sunday, and I got some good, I suppose, from the sermons I heard, though I cannot say that I remember any of them, particularly, except one. This was a sermon which I had the happiness to hear from the great Mr. Whitfield, when I was about 12 or 13 years old. He preached in Portsmouth and stood out, I remember, on the steps of a house not far from the Ferry wharf, for such crowds of people had come in from all quarters to hear him that no house could hold them all. And there he held his white handkerchief in his hand and talked away with a loud, sweet voice that I shall never cease to be hearing. His text was from the 3d chapter of John, 'Ye must be born again.' 'Poor Nichodemus, methinks I see him now—a ruler of the Jews—and yet did not know that he must be born again.' At another time he broke out, 'Alas, I tell you I might as well think to stop yon vessel under sail, by waving this handkerchief at her,' waving while he spoke, 'as for one of you to think of getting to heaven without being born again.' All the people were moved. For my part, I thought I never heard anything like him before, and, no doubt, he did me more good than I knew at the time—for I have felt his words, or rather the words of our blessed Savior himself, in my heart from that time to this." As Mrs. Maxwell was born June 20, 1750, it must have been during Whitfield's visit in 1763 that she heard him in Portsmouth.

The first house in which the Methodists worshiped in Portsmouth, apart from private residences, was the one which stood at the intersection of South and Effingham streets. In

1702 the congregation purchased a lot in Glasgow street from Director Friedly, and tradition says that the house on South and Effingham streets was moved on wheels or round poles to the new site. The first Methodist church was a plain wooden structure, about 40 by 30 feet, its longest side parallel to and on the line of Glasgow street. It was twice enlarged to meet the demands of a constantly increasing congregation. In the first instance an addition of about 20 feet was added to the east end, and along this a "singing gallery," as the records term it, was erected for the choir. In the second instance an "L" was added to the side furthest from the street, and two additional galleries were constructed. This made the ground plan of the building in the form of a "T," and with the pulpit moved to the center and fronting the new extension, the church was considered the most conveniently arranged of any in this section. No trace of the building save the foundation remains. It was given up to the colored people, and was destroyed by fire in 1856. Rev. Jesse Nicholson is buried in the churchyard. The inscription on his tomb is: "Sacred to the Memory of Jesse Nicholson, Patriot of the American Revolution. A most exemplary Christian—45 years a minister of the M. E. Church, a man loved and venerated for his many virtues, died September 26, 1834, aged 75 years." He was a Revolutionary soldier, county surveyor, Methodist minister, school teacher, and postmaster of Portsmouth. He lived on High street, the present site of the Hume stores. He was always a highly respected citizen and a useful man.

A large brick church edifice was erected on Dinwiddie street between 1830 and 1833, with a seating capacity for 1,000 persons. During the Confederate War this building was seized by the Northern Methodist Episcopal Church and while in its possession was consumed by fire in 1864. Afterward a building was erected on the rear portion of the same lot and was used for public worship until 1876, when the present Monumental Church was completed. This edifice is Gothic, with a lofty spire, richly stained glass windows, with a seating capacity of 800.

Chestnut Street M. E. Church, South, Berkley.

The history of this church is very interesting, and is but another proof of the active, progressive spirit of the people called Methodists.

In the year 1870 several Methodist families moved to the little village then called Ferry Point; there was at that time no steam ferry communication with Norfolk and Portsmouth, foot boats being used at irregular intervals. There was no church in the place except the Christian Church, Rev. Stephen Barrett, pastor. Soon, on account of the distance from, and the great inconvenience in reaching, the churches of which they were members, these few Methodists determined to form a society and make arrangements for regular church services; a room was secured in the old Court House, fitted up for religious services and called the chapel, and here they met for divine worship, with some one of the Methodist preachers of Norfolk and Portsmouth preaching on Sunday afternoon and the society holding class and prayer meetings during week nights. This continued until November 27, 1870, when Rev. A. G. Brown, presiding elder of the Norfolk District, met the society in the chapel and formally organized the church.

The following was the first official roll: H. C. Cheatham, preacher in charge; H. B. C. Walker, M. C. Keeling, H. V. Moore, C. S. Rogers and Enos Cuthrell, stewards.

Central M. E. Church, South, Portsmouth.

Forty-four years ago, in 1856, Wesley Chapel Mission was established by the Dinwiddie Street Methodist Episcopal Church, South, to meet the increasing demands of Methodism in Portsmouth.

The demand for a larger edifice becoming

imperative, the old church was sold in April, 1870, to a colored Baptist congregation, and a site purchased on County street, near Washington street, and a new building commenced, to be called Central Methodist Episcopal Church, South. The corner-stone was laid with Masonic ceremonies, April 22, 1870, D. D. Fiske, master of Naval Lodge, No. 100, A. F. & A. M., officiating. Rev. P. A. Peterson delivered on this occasion a very able and interesting address on "Historic Methodism."

From the time of the delivery of the old church to its purchasers to September 4, 1870, the membership of Wesley Chapel, numbering about 225, worshiped in Oxford Hall, on High street, between Court and Middle. On the 25th day of October, 1874, the building being complete, it was dedicated by Rev. Robert N. Sledd, D. D. Below is given the first board of stewards, and then the board now in office: Wesley Chapel—George L. Neville, B. H. Owens, John L. Thomas, James M. Butt, John H. Thompson. Central Church—Reuben Bohlken, John L. Thomas, William Ives, B. B. Warren, W. L. Howlett, W. B. Wilder, B. H. Owens, George W. Wonycotte, Harvey Lane, J. E. Thompson, F. A. Friedlin, W. E. Weber and Thomas C. Rice. The church has outgrown its present building and is preparing to erect a fine stone structure on the northwest corner of South and Washington streets.

Wright Memorial M. E. Church, South, Portsmouth.

In 1861 the name of Gosport Station was changed to Second Street. There Methodism prospered for many years. It has been estimated that 1,500 souls were converted in that house. The location, style and size of this building not meeting the demands of the growing congregation, November 11, 1882, while under the pastoral care of Rev. George M. Wright, a lot was purchased through W. H. Elliott on the corner of Randolph and Fourth streets, and the foundation for a new church edifice, to be called Centenary, was begun July, 1883.

September 13th, of the same year, the corner-stone was laid by Naval Lodge, No. 100, A. F. & A. M. April 12, 1885, the building was formally dedicated by Rev. R. N. Sledd, D. D. The church is a handsome edifice, and is eligibly located. Its size, outside measurement, is 45 by 90 feet; height of spire, 130 feet; audience room, 42 by 63 feet, with a gallery 14 by 42 feet; seating capacity, 500. The interior is attractive, the walls and alcove in the rear of the pulpit being tastefully frescoed, the windows of beautiful stained glass, the pews comfortable. It is heated by a furnace located in the basement, and is lighted by electricity.

Board of stewards: Chairman, C. A. McLean; secretary, George Davis; treasurer, R. A. Etheridge; members, G. T. Townsend, John E. West, E. Cross, A. C. Bushnell, J. C. Sumners, Edward Powell, R. H. McLean, A. P. Cuthriell, J. O. Bailey, T. B. Tyler, T. J. King, William Anderton, J. J. King and C. A. Moody.

On the 23d of July, 1885, Rev. George M. Wright, to whom the church felt indebted for his untiring efforts to build their beautiful house of worship, died. Shortly afterward, at the suggestion of the pastors of the Methodist Episcopal Church, South, in Norfolk, Portsmouth and Berkley, the Quarterly Conference by unanimous vote changed the name of the church to Wright Memorial.

Oak Grove M. E. Church, South,

Is located near the site of the British fort at Great Bridge. It was first called Cutherell's meeting-house, but in 1842 it was removed from that site about one mile distant to the present location, when the name was changed to Oak Grove. The church building was occupied by the Federals as barracks and hospital for about three years during the Confederate War; it was almost entirely destroyed during their occupancy. The board of stewards is constituted as follows: Maj. William H. Etheredge, Frank Williamson, Charles N.

Foreman, Alexander Stokes and Luther Etheredge.

Deep Creek M. E. Church, South.

This church, prior to the Confederate War, was called Rehobeth; during the war it was entirely destroyed by the Federal troops, who used the materials to construct barracks. A new building has since been erected on a new site in the heart of the village.

BENEVOLENT AND FRATERNAL ORGANIZATIONS OF NORFOLK.

Masonry in Norfolk.

This article was written for the "Century" edition of the Virginian-Pilot by Past Master Henry L. Turner.

We find from the earliest records, according to "Auld and Smellie's Freemason's Pocket Companion," published in Edinburgh, A. D. 1765, under the heading: An exact list of the Regular English lodges according to their Seniority and Constitution under the Grand Lodge of England, which was organized in 1717, recorded No. 172,—"The Royal Exchange, in the Borough of Norfolk, in Virginia, the 1st Thursday of December, 1733."

This lodge was one of the original eight which met in Williamsburg on the 6th of May, 1777, by request of Williamsburg Lodge, No. 6. The deliberations of this convention resulted in the formation of the Grand Lodge of Virginia on the 13th day of October, 1778. At the meeting of the Grand Lodge of Virginia, held in October, 1786, a committee regulated the rank and standing of the several lodges then under its jurisdiction. This lodge, Royal Exchange, No. 172, was changed to Norfolk Lodge, No. 1, and constituted as dating from 1741. There is a difference in dates here; the original charter was dated 1733, and it is claimed to be the oldest lodge in existence in the United States. It was, however, kept on the register of the Grand Lodge of England until 1813. Mathew Phripp, Esq., was the representative of this lodge in the Williamsburg Convention. He was honored by being chosen the president of the convention. In the Grand Lodge of 1778 we find the names of Mathew Phripp and Paul Loyall (this gentleman was evidently one of the ancestors of the Loyall family now in our city), representing Lodge No. 1 at the session of the Grand Lodge of Virginia in 1790. Thomas Matthews, of Norfolk Lodge, No. 1, who was the speaker of the House of Delegates, was elected grand master, being the 5th grand master. In 1793 Mr. Matthews was presented by the Grand Lodge of Virginia with an elegant past master's jewel. At the Grand Communication held December, 1798, a charter was granted for the establishment of a lodge to be known as Napthal Lodge, No. 56, with Robert Brough, grand master; John K. Read, S. W.; and James Kerr, J. W. This lodge was regularly represented for some years by Mr. Brough.

The year 1801 was very unhealthy, as the lodges lost by death during this year 11 members. The year 1813 seems to have been very peculiarly unhealthy or there must have been an epidemic, as Norfolk Lodge, No. 1, lost 14,—among the number P. G. M. Matthews,—and Napthali Lodge, No. 56, 26; a total of 40. At the Grand Communication held December, 1813, Robert Brough, of Napthali Lodge, No. 56, was elected grand master. The two lodges lost by death during 1815, 13. Norfolk health at that time must have been very poor, for there certainly could not have been more than 150 Masons, and a death rate of 10 per cent. was fearful. With a membership at the present time, A. D. 1900, of 450, the death rate for the last three years has averaged one-half of one per cent., showing a vast improvement in the health, certainly, of the members of the fraternity.

There was also a lodge in the city known as the Lodge of Truth, which evidently worked in the French language, as the names of its members recorded as visiting Norfolk Lodge, No. 1, and Napthali Lodge, No. 56,

were those of Frenchmen (in fact, some of the descendants of those good French Masons were known to the writer), but all records in relation to it have disappeared. Probably they may be in the possession of some of the descendants of those good old Frenchmen. Masonry flourished, and on October 24, 1824, there occurred in the borough of Norfolk a Masonic affair which is not only interesting to the craft in this city but to the craft wheresoever dispersed. I shall transcribe from the record book of Napthali Lodge, No. 56, the records as they appear:

At a called communication of Lodges No. 1, 16, 56 and 100, held at the Mason's Hall pursuant to notice, Lodge No. 1, presiding, on Sunday morning, Oct. 24, A. D. 1824, A. L. 5824.

Present Wors. Benj. Pollard ,Master.
Brother Jno. Myers, S. Warden.
Brother Geo. Weaver, J. Warden.
Brother W. D. Roberts, L. Deacon.
Brother Willoughby Butt, J. Deacon.
Brother P. J. Cohen, Treasurer.
Brother M. B. O'Neil, Secretary.
Brother John Warrington, Tyler.

And a large concourse of members from each of the Lodges and visiting brethren. * * * * On motion made and seconded.

"*Resolved*, That by a general subscription among the brethren now present, a P. M. Jewel be purchased and presented to our distinguished Brother General Lafayette, the deficiency if any to be made good from the funds of each Lodge now represented."

A committee consisting of W. M. Senar of Lodge No. 16, and W. M. Mordecai Cooke, of Lodge No. 100, with Brothers Moses Myers, Thomas Newton, William B. Lamb, Stephen Wright and four deacons were dispatched to wait on Brother Lafayette, and announce to him, that the Lodge was prepared for his reception. At 12 minutes before 11 o'clock he appeared, and having been received with the most exalted honors and presented by the Wor. M. B. Pottare with the Masonic Badge, he was by him addressed in the following elegant and dignified speech:

"Most Venerated Brother, among the variety of cordial welcomes, and heartfelt congratulations with which you have been greeted since your arrival in our happy country, permit us to enroll that of the Free and Accepted Masons of the Borough of Norfolk and Town of Portsmouth congregated here in our Lodge for the purpose of tendering you the assurances of their respect and fraternal love. We will not detain your attention by eulogies on the antiquity of our order, nor dwell on the honorable character it has universally maintained. Neither will we fatigue you with a recapitulation of the many virtuous and distinguished characters, who have adorned our annals; but in the presence of the friend and companion of our beloved Washington, permit us to boast that he was a member of our Craft; and was proud to be hailed as the Grand Master of the Lodge of Virginia, from which stock we derive our descent as Masons. You, Sir, who have stood in the presence of Princes and Potentates, have often practically experienced the sovereign influence of our principles wherever there has been found capacity to comprehend them; and in the day of danger, and on the field of carnage, have probably witnessed the benevolence and magic sympathy they have extolled amidst the din of battles, and from the deadliest foes. We are not, however, ignorant of your sentiments on this subject; they are recorded in the toasts with which you were pleased to honor the fraternity in the City of New York, in which you have contrasted names dear and precious to enlightened man, throughout the civilized world, with those with which are associated with darkness and despotism, with the degradation of human nature, and the perpetuation of ignorance and superstition. Permit me, Dear Brother, as we may never again be favored with the honor and happiness of your presence, to record for the edification of successors and of generations who are to follow us, that we have your sanction to enroll the name of Lafayette with those of Washington and Franklin, in our annals, for which purpose allow us to confer on you the title of honorary member of Lodges Nos. 1, 16, 56 and 100 here assembled, and permit us also to invest you with a Past Master's Jewel, bestowed by the unanimous vote of the Brethren as a lasting memorial of their respectful regard. We also beg that you will yourself inscribe your name in the Books of the Constitutions of the several Lodges which are here presented by their respective secretaries, for that purpose. We wish your signature to be preserved among the archives and ancient landmarks of our order, to which our successors and offspring may point with elated feelings, and honor it, as a Star in the East, that Masons yet unborn may glory in your name and be stimulated to emulate your virtues."

To which the General returned a neat and appropriate reply. He was then presented by the W. M. with the Jewel and by request became an honorary member of each of the Lodges then represented by affixing his signature to the respective constitutions. And Master Elect Geo. Washington Lafayette (his son) and Brother Le Vasseur, were also presented with badges and became honorary members of each Lodge in a similar way. (The Book of Constitutions of Norfolk No. 1, containing these signatures, is in the Masonic Temple.) The procession having been formed, the General and his suite were conducted to Christ Church where the Rev. Dr. Wilmer delivered an eloquent sermon adapted to the occasion. After which the General was conducted to his lodgings, they moved thence to the Lodge, when after having spent some time (by partaking of a handsome collation) in the most affectionate and brotherly manner the Lodge was closed in ancient form.

JAMES WILLOUGHBY,
Master.

Teste.
FRANCIS A. PERIER,
Secretary.

From the minutes of Bro. M. B. O'Neil.

Thus ended one of the most notable events in the history of Norfolk. There is now living in Norfolk a venerable lady who danced with General Lafayette at the ball given by the citizens in his honor. Napthali Lodge, No. 56, became extinct in 1843. The records of the venerable lodge are now held by special act of the Grand Lodge of Virginia by Atlantic Lodge, No. 2, as their custodian, and are highly prized by that lodge. After this time Norfolk Lodge, No. 1, was the only lodge in the city until October 14, 1854, when Atlantic Lodge, No. 2, was chartered, with George L. Upshur as worshipful master. It started out under most favorable auspices, but in less than one year from its charter, Norfolk was visited by the fearful scourge of yellow fever. The heroic Upshur fell at his post, battling with the dread disease. Norfolk Lodge, No. 1, lost many of its members also.

On June 12, 1867, a number of the brethren of both lodges united in forming Owens Lodge, No. 164, with Thomas F. Owens as its first master. He, in 1869, was elected most worshipful grand master of the State, being the third and last grand master selected from the Norfolk Masons. December 15, 1869, Ruth Lodge, No. 89, was chartered, with James B. Blanks as its first master. This lodge was composed of young men who had settled in Norfolk from different parts of the State and other States, and was originally intended to be called the Lodge of the Strangers. During this time Kempsville Lodge was chartered (December 12, 1871), and drew many members from Atlantic Lodge. It was afterward removed to Princess Anne Court House, and the name changed to Princess Anne Lodge, No. 25. Berkley Lodge, No. 167, was chartered December 11, 1871, and drew strength from both Nos. 1 and 2. Elizabeth Lodge, No. 34, was chartered in 1871, with P. M. James E. Wright, of No. 1, as its first master. December 9, 1897, Corinthian Lodge, No. 266, was chartered and Atlantic Lodge furnished its first master in the person of Past Master L. Jack Oliver, the present district deputy grand master.

The first temple erected in the city was situated on the corner of Freemason and Cumberland streets; the next, on the east side of Church street nearly opposite the Odd Fellows' Hall, and was the property of Norfolk Lodge, No. 1. The present temple on the corner of Freemason and Brewer streets was erected in 1874-75, and is the home of most of the fraternity. In addition to the lodges named, there is Norfolk United Chapter, R. A. M., No. 1, chartered January 18, 1820, and Grice Commandery, K. T., No. 16, chartered April 20, 1866.

Norfolk Lodge, No. 1, A. F. & A. M., Alexander T. Hofheimer, W. M., Isaac Moritz, secretary, meets in the Masonic Temple the first Tuesday of each month. Number of members, 120.

Atlantic Lodge, No. 2, A. F. & A. M., Henry L. Myers, W. M., George W. Wilson, secretary, meets in the Masonic Temple the second Monday of each month. Number of members 80.

Elizabeth Lodge, No. 34, A. F. & A. M., R. A. Pebworth, W. M., R. F. Cleverly, secretary, meets in Odd Fellows' Hall, Atlantic City Ward, the first Tuesday of each month. Number of members, 55.

Ruth Lodge, No. 89, A. F. & A. M., Lawrence Royster, W. M., William N. Grubb, secretary, meets in the Masonic Temple the third Tuesday of each month. Number of members, 100.

Owens Lodge, No. 164, A. F. & A. M., Walter H. Hall, W. M., B. A. Marsden, secretary, meets in the Masonic Temple the second Thursday of each month. Number of members, 68.

Corinthian Lodge, No. 266, A. F. & A. M., S. R. Hill, W. M., L. Jack Oliver, secretary, meets in Ingram's Hall, Brambleton Ward, the second Tuesday of each month. Number of members, 35.

Norfolk United Chapter, R. A. M., No. 1,

Newton Fitz, high priest, John Walters, secretary, meets in the Masonic Temple the first Monday of each month.

Grice Commandery, No. 16, K. T., Harry Hodges, eminent commander, George B. Jenkins, recorder, meets in the Masonic Temple the fourth Monday of each month.

There are 458 affiliated Masons in the city and about 250 non-affiliates.

The members of the fraternity are at all times glad to welcome visiting brethren. They can always be certain of a cordial greeting and an Old Virginia welcome. I have endeavored to give a slight outline of the history of Masonry in our city by the sea for the last 170 years, but space allowed me is too limited to go into detail. There are many interesting occasions which could not be described in so limited a space, but I hope that I have said enough to assure the craft throughout the United States and the world that the true spirit of Masonry lives and flourishes in the "Old Borough."

Henry L. Turner,
P. M. Atlantic No. 3.

Norfolk Lodge, No. 38, B. P. O. E.

"The faults of our brothers we write upon the sand;
Their virtues upon the tablets of love and memory."

Ever since the Benevolent & Protective Order of Elks has been organized, these beautiful words have been the motto of every member of the order. Once every year Elks all over the country hold memorial exercises in memory of their absent brothers who have passed away, and these impressive exercises are always attended by thousands of people, no matter where they are held.

On the 15th day of November, 1885, a meeting was held in this city for the purpose of organizing Norfolk Lodge, No. 38, B. P. O. E. Frank L. Slade presided at this meeting, and after the objects of the order were explained, the session adjourned to meet again on the 29th, and on that date Norfolk Lodge was instituted in the same room that they now occupy in the Academy and Music building. After the lodge had been duly instituted, the following officers were elected: Exalted ruler, Frank L. Slade; esteemed leading knight, Henry C. Chase; esteemed loyal knight, M. P. Waller; esteemed lecturing knight, Frank H. White; secretary, Thomas J. Arrington; treasurer, Frank H. Camp; tyler, T. G. Church; esquire, A. G. Gale; chaplain, E. M. Allen; inner guard, W. A. Foster; trustees: John F. Trudewind, M. W. Jenkins and S. S. Kelly.

February 27, 1887, a committee was appointed to select a suitable place in the cemetery for an Elks' Rest, and they selected an admirably located plot, on which was later unveiled a magnificent bronze elk. Elks from many other cities participated in the unveiling ceremonies, which were very elaborate.

The present officers of Norfolk Lodge are: W. H. Venable, exalted ruler; W. H. Sargeant, Jr., esteemed leading knight; D. J. MacFarland, esteemed loyal knight; W. J. C. Stockley, esteemed lecturing night; W. B. Langley, secretary; W. W. Dey, treasurer; R. E. Riddick, esquire; E. T. Wright, tyler; H. E. Chase, chaplain; F. H. Tholl, inner guard; A. Moses, organist; board of trustees: R. D. Nichols, E. R. Joynes, A. P. Jones.

Young Men's Christian Assocation.

The association was organized February 28, 1856, in the room of the Freemason Street Baptist Church. Dr. S. K. Jackson was the first president, with T. F. Owens, C. A. Santos and A. M. McPheters as vice-presidents and Charles H. Langley and A. L. Seabury, secretary and vice-secretary, respectively. The venerable W. D. Reynolds, who is a member of the board of directors, was one of the active workers in the early days, and has alays retained an active interest is the affairs of the association.

The association was incorporated in 1886 and the new building movement inaugurated. Evangelist Moody was largely instrumental in



The Mary F. Ballentine Home for the Aged, Norfolk, Va.

arousing the citizens to the importance of such a building, and under the energetic leadership of General Secretary Dadmun, the necessary funds were secured and the enterprise pushed to a successful completion. It was thought by some that the building was too large for the size of the city, but the subsequent growth of the city and development of the various association activities have already proved the wisdom of those who planned and built for the future growth, as well as for present needs.

In no city in the State has there been a more cordial support of this valuable work for young men and boys than in Norfolk. The liberality of the citizens has been rewarded during the past year with the largest results in the history of the association. The gymnasium classes have been crowded to overflowing, frequently as high as 60 and 70 gathering upon the floor for exercise at one time. The enrollment in the educational classes has been nearly double that of any previous year, with a total of over 118, who have been attracted to the various evening classes conducted for the benefit of employed young men. The steady increase in attendance and interest at the Bible classes, literary society and gospel meetings for men and boys on Sunday afternoons have been most gratifying to all. It is expected that the present year (1900) will eclipse all previous records in several respects.

The present officers and board of directors are as follows: Dr. L. Lankford, president; W. W. Vicar, vice-president; W. B. Roper, second vice-president; Dr. N. A. McCurdey, third vice-president; C. C. Couper, recording secretary; T. S. Southgate, W. H. Barnard, Barton Myers, Alfred Clay, Frank Hitch, Luther Sheldon, T. J. Nottingham, A. S. Couper, W. D. Reynolds, G. Benson Ferebee, Harry K. Walcott and J. I. Jenkins. H. A. Meacham is general secretary; Ambrose Page, junior secretary; W. H. Ward, physical director; Robert Douglass, membership secretary.

Women's Christian Temperance Union.

The president is Mrs. Annie Barnes; vice-president, Mrs. A. J. Makinson; corresponding secretary, Miss Carrie Lambert; recording secretary, Mrs. T. E. Lee; treasurer, Mrs. A. J. Makinson.

FLORENCE CRITTENDEN HOME

Is the greatest visible work of the Norfolk Women's Christian Temperance Union, and its friends. It is managed by a board which fills vacancies by members of its own choosing, all of whom must be members of some local branch of the W. C. T. U. The managers collected from the members of the W. C. T. U. in the State, and from friends of rescue work, all the price of the Chapel street property except $1,000, which was given by Charles N. Crittenden as a memorial to his little daughter. The Home is supported by voluntary offerings and by an allowance of $300 per year from the city treasury. Last summer (1900) the old wing of the building was torn down and rebuilt, and the whole place renovated and put in good sanitary condition. A large per cent. of the girls received at the Home are saved.

The Mary F. Ballentine Home

For aged women is located on Park avenue, between Bond street and Corprew avenue. The president is Thomas R. Ballentine; secretary, W. W. Vicar; treasurer, Caldwell Hardy; matron, Miss E. E. Selden. A view of the Home is shown on a near by page.

The Episcopal Church Home

For aged, infirm and indigent females, located at No. 417 Bute street, has for its officers: President, C. Whittle Sams; matron, Miss A. C. Clemmitt.

The Turney Home for Boys

Is located at No. 268 Bank street; the matron is Mrs. Mary F. Hallett.

The Girls' Home

Is located at No. 210 Brewer street. It is managed by the following named officers: President, Mrs. Jane Lauder; vice-president, Miss May Reed; secretary, Mrs. Lewis B. White; treasurer, Miss Nonie Wilkinson; matron, Miss Ada Ransome.

The Jackson Female Orphan Asylum

Is located at No. 112 Charlotte street. Richard H. Baker is president; B. P. Loyall, secretary; J. L. Farrant, treasurer; Miss F. A Woodley, matron.

Norfolk Seamen's Friend Society.

Col. William Lamb, president; Rev. J. B. Merritt, chaplain.

Norfolk Society for Prevention of Cruelty to Animals.

L. Clay Kilby, president; W. B. Barton, secretary.

Thomas Jefferson Lodge, No. 45, Orangemen.

W. M., J. P. Grunewald; secretary, J. W. Shell; treasurer, G. M. Baker.

Friendship Council, No. 4, Order of Chosen Friends.

Counselor, J. H. Rose; secretary, J. W. Beasley.

Independent Order of Odd Fellows.

Canton No. 31, Patriarchs Militant: Captain, Andrew Dusch; clerk, George W. Hill.

Old Dominion Encampment, No. 1: Chief patriarch, R. D. Williamson; S. W., W. R. McDowell; H. P., Jonathan Martin; J. W., W. R. Brown; scribe, R. H. Worsham; treasurer, J. P. Epps.

Jerusalem Encampment, No. 4: Chief patriarch, E. A. Runaldi; scribe, James E. McCoy.

Washington Lodge, No. 2: N. G., B. D. Blick; secretary, James H. Hill.

Lafayette Lodge, No. 9: N. G., Miles Wood; secretary, Henry Wetzel.

Atlantic Lodge, No. 51: N. G., J. C. Phillips; secretary, J. D. Armstrong.

Harmony Lodge, No. 19: N. G., H. F. Graves; recording secretary, John T. Cross.

Lambert's Point Lodge: N. G., B. A. Allen; secretary, B. F. Albright.

Vandalia Lodge, No. 47: N. G., G. W. Crocker; secretary, G. C. Erwin.

Norfolk Lodge, No. 32: N. G., C. P. Schmus; secretary, George W. Toms.

Columbia Lodge, No. 44: N. G., Dr. George D. Levy; secretary, H. S. Coles.

Huntersville Lodge, No. 123: N. G., E. V. Atwood; recording secretary, T. B. Kelly.

Knights of Pythias.

Uniform Rank, First Virginia Regiment: Colonel, G. W. Bately; lieutenant-colonel, S. J. Harwood; major, W. C. Corbitt; adjutant, Henry L. Myers; quartermaster, W. C. Withy; commander, J. T. Lawrence.

———Virginia Company, No. 2: Captain, A. Dusch; treasurer, George W. Battley; recorder, William H. Holland.

Endowment Rank, Section No. 3862: President, C. H. Spann; secretary, George W. Battley.

———Section No. 47: President, Jacob Kraemer; secretary, Ira T. Holt.

Norfolk Lodge, No. 9: C. C., Abe Moses; K. of R. and S., J. L. Williams.

Charity Lodge, No. 10: C. C., J. T. Hudgins; K. of R. and S., R. D. Williamson.

Brambleton Lodge, No. 56: C. C., W. C. Spann; K. of R. and S., W. A. Wickhouse.

Rathbone Lodge, No. 93: C. C., George W. Hoff; K. of R. and S., James E. Hanowell.

Heptasophians or Seven Wise Men.

Virginia Conclave, No. 1: Archon, A. C. Ward; chancellor, William Rawlings.

Friendship Conclave, No. 2: Archon, A. S. Jones; scribe, W. G. Gregory.

Columbia Conclave, No. 7: Chancellor, O. G. Allen; treasurer, R. D. Smithers; scribe, John Hall.

Harmony Conclave, No. 11: Archon, Charles I. Stengle; chancellor, John O. Carroll; scribe, H. C. Willis; treasurer, A. F. Morrissett.

Improved Order of Heptasophs.

Landmark Conclave, No. 245: Archon, F. L. Bonney; treasurer, W. N. Grubb; secretary, W. M. Simpson; financier, E. W. Reid.

Norfolk Conclave, No. 252: Archon, Dr. L. Lofton; treasurer, J. N. McBride; secretary, J. W. Bates.

Knights of Honor.

Orient Lodge, No. 734; Reporter, E. T. Thomas.

Norfolk Lodge, No. 956: Dictator, R. Gatewood; reporter, G. W. Wilson; treasurer, W. N. Grubb.

Old Dominion Lodge, No. 1197: Dictator, J. R. Pettis; reporter, John M. Broughton.

Virginia Lodge, No. 195, Knights and Ladies of Honor.

Protector, B. D. Blick; secretary, E. T. Thomas.

Royal Arcanum.

Norfolk Council, No. 228: Regent, Henry Brant; secretary, T. B. Jackson.

Pocahontas Council, No. 493: Regent, J. A. Nengebauer; secretary, Frank J. Bain.

Campostella Council, No. 903: Regent, Frank H. Townsend; secretary, William M. Simpson.

Tidewater Council, No. 1302: Regent, M. Adelsdorf; secretary, Walter P. Russell; collector, E. W. Reid.

Friendship Council, No. 32, American Legion of Honor.

Commander, Robert Stevens; collector, H. Hodges; secretary, William N. Grubb.

Friendship Council, No. 1, Order of Chosen Friends.

Councilor, J. H. Rose; secretary, J. W. Beasley.

Home Circle.

Old Dominion Council, No. 28: Leader, H. S. Herman; secretary, William N. Grubb.

Matoaca Council, No. 147: Leader, J. P. Keville; secretary, J. E. Allen.

Elizabeth Camp, No. 3, Woodmen of the World.

Consol Commander, W. P. Murphy; clerk, A. C. Fine.

Norfolk Lodge, No. 125, Knights of the Mystic Chain.

Commander, J. A. Dalby; vice-commander, D. Agey; secretary, Joseph Stebbins, Jr.

Norfolk Tent, No. 6, Knights of the Maccabees.

Commander, J. L. Vetter; record keeper, E. W. Reid.

BENEVOLENT AND FRATERNAL ORGANIZATIONS OF PORTSMOUTH.

Masonry in Portsmouth.

Seaboard Lodge, No. 56, A. F. & A. M.:

L. H. Davis, W. M.; W. L. Davis, secretary; R. S. Grant, treasurer.

Portsmouth Naval Lodge, No. 100, A. F. & A. M.: Robert Ridley, W. M.; John Rutter, secretary; D. A. Williams, treasurer.

Mt. Horeb Chapter, No. 11, R. A. M.: R. E. Warren, secretary.

Portsmouth Commandery, No. 5, K. T.: J. W. Barclay, E. C.; John W. Rutter, recorder.

Portsmouth Conclave, No. 93, Knights of Damon.

Commander, C. E. Murden; secretary and collector, J. A. Scott.

Knights of Pythias.

Uniform Rank, Atlantic Company, No. 1: Commander, R. P. Bunting, Jr.; recorder, Charles L. Skeeter.

——— Portsmouth Company, No. 15: Commander, B. Frank Vaughan; recorder, G. M. Peed.

Endowment Rank, Section 13: President, C. S. Sherwood; secretary, W. A. Culpepper.

——— Section 2919: President, J. C. Niemeyer; vice-president, T. G. Parker; secretary, J. A. Scott.

Portsmouth Lodge, No. 16: C. C., Charles L. Skeeter; K. of R. and S., John C. Summers.

Atlantic Lodge, No. 24: C. C., A. W. Lock; K. of R. and S., C. P. Brownley.

Seaside Lodge, No. 80: C. C., W. L. Walmsley; K. of R. and S., G. S. Bell.

Royal Arcanum.

Portsmouth Council, No. 227: Regent, S. Y. Brown; vice-regent, H. C. Walker; secretary, S. P. Wigg.

Ocean Council, No. 1063: Regent, Armand DeR. Myers; secretary, S. Cleburne Browne.

James Monroe Council, No. 1548: Regent, Jesse P. Neville; secretary, James A. Davis; collector, V. C. Hanrahan.

Chesapeake Lodge, No. 1150, Knights of Honor.

Dictator, G. P. Barnes; reporter, John D. New.

Independent Order of Odd Fellows.

Canton Portsmouth, No. 1, Patriarchs Militant: Commander, H. C. Reynolds.

Wildey Encampment, No. 3: C. P., Robert C. Williams; recording secretary, Charles E. Murden.

Old Dominion Lodge, No. 5: Recording secretary, David W. Murden.

Tidewater Lodge, No. 66: Recording secretary, C. W. King.

Grice Lodge, No. 83: Secretary, George A. Scott.

Improved Order of Heptasophs.

Old Dominion Conclave, No. 293: Archon, W. D. Ballentine; secretary, S. C. Browne; treasurer, G. P. Barnes.

Portsmouth Conclave, No. 15: Archon, William H. Stewart; secretary, S. A. Staples; treasurer, T. S. Lawrence.

Portsmouth Lodge, No. 82, B. P. O. E.

E. R., Charles Welton; E. L. K., James W. Brown, Jr.; E. L. K., R. H. Neville; E. L. K., F. K. Wonnycott; secretary, Calvin H. Tabb; treasurer, G. A. Tabb.

Portsmouth Council, No. 5, Order of Chosen Friends.

Councilor, Elvington Knott; secretary, J. W. Goodman.

Magnolia Camp, No. 4, Woodmen of the World.

C. C., C. H. Herbert; A. L., Harry Eller; banker, J. R. McWilliams; clerk, E. L. Dashiell.

Howard Division, No. 2, Sons of Temperance.

W. B., A. W. Moore; R. S., J. C. Herbert.

Benevolent Christian Union.

President, Mrs. E. S. Sherwood; secretary, Mrs. H. E. Culpepper, Jr.

Joseph H. Plunkett Council, No. 473, Catholic Benevolent Legion.

President, John J. Shea; secretary, W. T. Nolan; treasurer, M. J. Hughes.

St. Paul's Council, No. 418, Knights of Columbus.

R. S., K. J. Griffin; F. A., T. J. Gibney; treasurer, J. C. Bain.

Catholic Knights of America.

President, Patrick Holden; vice-president, John J. Shea; recording secretary, William A. Langhorne; financial secretary, A. L. Bilisoly; treasurer, Joseph L. Bilisoly; sergeant-at-arms, M. J. Mulvey; chaplain, Rev. T. J. Brady.

St. Joseph's Society.

President, P. J. Lyons; vice-president, J. J. Heffron; recording secretary, P. J. Riley; financial secretary, P. T. Gallagher; treasurer, P. J. Riley; sergeant-at-arms, Malachi Hudgins.

Ancient Order of Hibernians.

President, P. J. Riley; secretary, E. M. Walsh; treasurer, John T. Gallilee.

Trinity Chapter, No. 346, Brotherhood of St. Andrew.

Director, E. W. Maupin, Jr.; secretary, Bartow Ford; treasurer, R. S. Marshall.

Y. M. C. A.

President, F. L. Crocker; treasurer, L. C. Phillips; recording secretary, W. R. Stevens; general secretary, James P. Stubbs.

The following interesting facts concerning young men give a graphic outline of the merit of the work done in their behalf: "Over 2,000 boys become young men every day in our nation. There are 12,000,000 young men in the United States. In line 12 abreast they would form a column 2,000 miles long. For each to be idle one week is equal to over 200,000 being idle in one year. They represent force enough to build a railroad from New York to San Francisco in one day."

Portsmouth, with its many hundreds of young men and the boys who are becoming men daily, could not afford to be without this organization now occupying its new building. That is a place of resort for young men and boys open seven days in the week, with its many attractions to counteract evil influences that are continually brought to bear on these classes. The new building has been practically completed since April, and most of the building has been in use since that time, but the formal opening was delayed until October 3, 1901, in order that the financial arrangements might be adjusted.

Previous to April, 1900, the association occupied the old building on the present site, that was inadequate in every respect, and owed $5,000 on the building and site. This required the payment of $300 per year for interest, which was met out of the interest fund, but now the association owns its own building, modern in every particular, and with appointments that will compare favorably with any association in the State. The income from the two stores and rooms rented for apartments on the third floor bring in an amount sufficient to pay the interest on the bonded indebtedness and insurance, leaving the association rent free. This does not mean, however, that the association will not require as much

from the sustaining and contributing members as in the past, but will require a little more, because a larger building and the larger work that was needed will require a larger outlay in order to accomplish the desired results.

The following gentlemen compose the building committee: Judge Legh R. Watts, chairman; James T. Borum, J. M. Cratty, F. D. Gill, E. N. Wilcox (deceased), and L. McK. Jack, treasurer, who, with President Crocker, have given much of their time, thought and energy to this project; and to them is largely due the successful completion of the building movement. The men alone have not labored for this building, but the members of the Women's Auxiliary were assidious in their efforts in this particular, and have aided materially.

Portsmouth Orphan Asylum.

President, E. C. Brooks; vice-president, Legh R. Watts; secretary, William H. Stewart; treasurer, George L. Neville; superintendent, William A. Culpepper.

King's Daughters' Hospital.

President, Mrs. Yates McAlpine Wilson; superintendent, Miss Elizabeth Carpenter.

Women's Christian Temperance Union.

President, Mrs. M. A. Moore; vice-president, Mrs. M. D. Martin; secretary, Mrs. M. E. Saunders.

CHAPTER XV

PUBLIC INSTITUTIONS AND BUILDINGS

The Norfolk County Ferries—Hospital St. Vincent de Paul—The Public Buildings of Norfolk—The Public Buildings of Portsmouth—The Norfolk County Court House.

THE NORFOLK COUNTY FERRIES.

The numerous branches and creeks which empty into the Elizabeth River as well as the river itself, which divides the county into three sections, made public ferries necessary for the convenience of the people from the time of the earliest settlement.

There were three regularly established ferries in Lower Norfolk County as early as 1637, supported by a levy of six pounds of tobacco on each tithable person. There were small boats for foot passengers only. The General Assembly passed an Act in January, 1641, providing for ferries and bridges, and paying ferrymen by a levy to be made by the commissioners of the county in which the ferry was kept. The charges for ferries becoming too burdensome for the taxpayers, the law providing for ferries to be kept up at public expense was repealed and the County Courts were authorized to grant franchises to individuals for a term of years and fix rates, and in 1655 County Courts were authorized to license ferries. An Act of Assembly was passed in 1673, in which the county commissioners were directed to report to the next session the most eligible places for establishing free ferries. The General Assembly in August, 1702, enacted "for the good regulation of ferries, which prove very useful for the dispatch of public affairs, and for the ease and benefit of travelers, and in business that they be kept at places named in the Act,"—among many others, "In Norfolk County from Norfolk Towne to Sawyer's point or Lovitt's plantation (Portsmouth's site), the price for a man six pence, for a man and horse one shilling."

Ferrymen were exempted from public and county levies and from all other public services such as musters, constables, clearing highways, being impressed and other things of like nature. Any person who should set any one over any river whereon ferries were established for pay except for going to church was liable to be fined for each offense five pounds current money.

The Norfolk County Court on the 20th day of December, 1712, ordered "That Capt. William Craford keep the ferry on his side of the river and that he cause all persons to be ferried over as shall have occasion to pass from his shore to Norfolk Town or to Mrs. Sayer's," and Thomas Crucher was ordered to "keep the ferry in Norfolk Town and carry all persons as shall have occasion to pass from the town to Captain Craford's and to Mrs. Sayer's and back again, and that each of them shall have 1,750 pounds of tobacco salary every year," and on December 22, 1714, "It is by

the Court thought fit to allow to Major Samuel Boush for keeping of the public ferry here from Norfolk Town to Mrs. Sayer's Point and so likewise from the Town to Captain Craford's and in each place as usual for the sum of 3,000 pounds of tobacco." On November 21, 1746, the court agreed to allow Col. George Newton and Col. William Craford 6,000 pounds of tobacco each for keeping the ferry over the Elizabeth River the ensuing year.

October, 1748 (Hen. Vol. 6, page 14), —"Ferries to be constantly kept from Norfolk Town to Sayer's Point or Crawford's and from Crawford's to Norfolk Town. From Crawford's to Powder Point."

In 1753 Francis Miller was paid for keeping the ferries 6,000 pounds of tobacco and Alexander Bruce 6,300 pounds of tobacco.

Act of Assembly passed in 1757:

Section 1. Whereas it hath been represented to this General Assembly by the inhabitants of the County and Borough of Norfolk, that on the branches of Elizabeth River and Tanner's Creek in the said County, there are five public ferries, over one of which most of the inhabitants are obliged to pass in order to go to church, court, and general muster and that by expenses of ferriage many people are prevented from bringing their small wares and commodities to the market of the said borough. Be it therefore enacted, &c, that the justices of the Court of the County of Norfolk for the time being, be, and they are hereby empowered, and required, to appoint, contract, and agree with proper persons to keep the said ferries, and to levy the expense thereof upon the tithable inhabitants of the said County annually at the laying of the County levy.

Section 2. That every person appointed to keep the said ferries shall constantly keep such boats and hands as the said Court shall from time to time order and direct to be kept at the said ferries respectively, and shall give immediate passage over said ferries to all the inhabitants of the said County without fee or reward.

Section 3. That such ferry-keepers shall and may demand and receive, from persons not being inhabitants of the said County of Norfolk, the following rates, that is to say, for a man, four pence; for a horse the same; on every coach, chariot, or wagon and the driver thereof, the same as for six horses; for every cart or four-wheel chaise and the driver thereof, as for four horses; for every two-wheel chair or chaise, the same as two horses; for every hogshead of tobacco, the same as one horse.

On December 18, 1757, the court ordered that the sheriff advertise that the justices would meet at the Court House on Friday, January 1st next, between the hours of 10 and 12, to contract with the proper persons that will give most for the privilege of keeping the ferries in this county. On January 20, 1764, the court ordered that no ferryman in this county be compelled to ferry any person over the river but from daylight to nine o'clock in the evening; public express excepted.

An Act was passed in 1766 authorizing the Norfolk County Court to lease the ferries and apply the money toward lessening the county levy; the inhabitants of the county to be put over to attend court, general musters and church at the expense of the county.

For keeping ferries from January 20, 1769, to January 20, 1770, Stephen Tankard was paid by the county 7,200 lbs. of tobacco; William Herbert 6,000 lbs., value £50; Charles Butler, 6,000 lbs., value £50; Max. Calvert, 3,600 lbs., value £30; William Baily, 2,400 lbs., value £20.

On the 18th day of March, 1779, the court taking the regulation of the ferries under their consideration, ordered that the prices to be paid for ferriage should be as follows: "For every foot passenger crossing the said ferries 1 shilling, and for every horse 2 shillings, also for every carriage wheel 1 shilling. And that the keeper of each ferry shall keep a proper horse-boat, a proper foot-boat and two able hands to keep the same. John Burgess is permitted and appointed to keep the ferries from Norfolk to Portsmouth and back again and from Norfolk to Ferry Point and back again and from Portsmouth to Ferry Point and back again. Stephen Tankard is permitted and appointed to keep the ferries from Portsmouth to Norfolk and back again and from Portsmouth to Ferry Point and back again and from Ferry Point to Norfolk and back again."

On March 18, 1784, the court ordered "That Willis Wilson and George Dyson be appointed ferry-keepers for one year from Portsmouth to Norfolk, from thence to Ferry Point and from thence to Portsmouth and that they

keep two foot-boats and one horse-boat and six hands; that John Burgess and Sam Pryor be appointed ferry-keepers from Norfolk to Portsmouth, from thence to Ferry Point, from thence to Norfolk and that they keep two foot-boats and one horse-boat and six hands; that Edmund Allmand be appointed from Ferry Point to Norfolk and Portsmouth, to keep one foot-boat."

December 19, 1787 (Hen. Vol. 12, Page 513),—"An Act authorized the Norfolk County Court to let out annually the ferries to the highest bidder and apply the money to lessening the county levy."

On January 18, 1796, the court ordered "That the sheriff advertise that the public ferries of this county will be let on some day during the sitting of the Court before the Court House door, that two ferry-boats with two hands to each and also one horse-boat be kept at Norfolk and the same number at Portsmouth; that the said boats be let out in the following manner, to-wit: One foot-boat and one horse-boat from Norfolk to Portsmouth be let out first to the highest bidder and then the other foot-boat to be let out to the highest bidder and that the boats in Portsmouth to be let out on the same terms, also that a foot-boat and one horse-boat be kept at Ferry Point and be let out together to the highest bidder, which said boats are to ply to and from the above mentioned places respectively." On November 23, 1796, the court ordered "That the keepers of the several ferries pay unto the overseers of the poor of the Parishes of Elizabeth River, St. Bride's and Portsmouth, each, one-third of the money due from them to the Court for the rent of the ferries."

On the 18th day of November, 1799, the court ordered "That the ferries across the Elizabeth River be immediately set up to the highest bidder in the following manner:

"One foot-boat and one horse-boat with two able hands in each boat to be kept at Ferry Point; two foot-boats and one horse-boat with two able hands in each to be kept at Portsmouth, and the same at Norfolk Borough, which several boats shall ply between any of the places before mentioned; and that the said ferries are to be free on Court days for all persons going to and returning from Court, regimental and battalion musters, and for the officers conveying prisoners to and from the goal of the said County." Overseers of the poor were also to pass free on their meeting days.

On the 16th of November, 1813, the commissioners reported to the court that Holt Wilson was the highest bidder for the ferries across the Elizabeth River and its branches at the price of $4,900, which was confirmed.

A law was passed January 30, 1817, authorizing the court to lease the ferries for a term of years not exceeding seven. At the auction on November 17, 1817, Willis Wilson was the successful bidder for the ferries at $5,000.

On the 6th day of December, 1821, a *team-boat* was launched from the shipyard of William Dyson in Portsmouth intended for the ferry between Norfolk and Portsmouth. The "horse-boat" was a ferry-boat propelled by men, large enough to carry over horses and vehicles. A "team-boat" was a commodious ferry-boat propelled by blind horses as wheat-threshers and mud machines were formerly run. On the 16th of July, 1821, William Wilson and Robert B. Butt leased the ferries at an annual rental of $3,000 for five years from January 1, 1822, agreeing to run a team-boat between Norfolk and Portsmouth, and on the 17th day of September, 1821, they reported to the court that a hurricane had swept away the bridge or landing at Washington (now Berkley), and also the drawbridges across the Eastern and Southern Branches, in consequence of which a new landing would be required at Washington and a team-boat would be necessary to transport horses and vehicles on account of the destruction of the drawbridges. They offered to rebuild the Washington landing at its actual cost to the county and supply a team-boat if their lease could be extended to seven years, and the

court agreed to their proposition. Upon the petition of the lessees, the court increased the rate of ferriage on the 19th of March, 1827, from five cents to six and a quarter cents; at the expiration of this lease they re-leased them for three years at $3,000 per year. At the auction held on the 5th day of February, 1831, William Wilson and John Tunis leased the ferries for seven years at an annual rental of $3,000, agreeing to run a good steamboat for the conveyance of passengers, horses, vehicles and freight between Norfolk and Portsmouth, and this was the advent of steam ferry-boats on the Elizabeth River. The first steamboat was named the "Gosport," then followed the "Portsmouth," the "Union" and the "Norfolk."

An Act of the General Assembly was passed on the second day of April, 1839, permitting the site for the ferry-landing to be changed by the Norfolk County Court from North street, Portsmouth, "to the lower end of any other one street in that town which it may deem proper for the time being to select, and may appropriate so much as may be necessary to the purpose of conveniently carrying on and landing thereat the public ferry." The court was also authorized to change the location of the ferry-landing from Washington Point to any other landing on that side of the Southern Branch, and on the 10th day of December, 1839, an Act was passed allowing the court to lease out or run the ferries by agents with power to borrow $8,000 for the ferries.

On December 20, 1852, the court reduced the ferriage to three cents for each person.

The next legislation upon the ferries will be found in the Act incorporating the city of Portsmouth (Acts 1857-58, Page 174).—

3rd Section. The ferries which now ply by authority of law between the said City of Portsmouth and the City of Norfolk and Washington Point, known as "Norfolk County Ferries" shall continue to run as authorized by law, and shall be the joint and equal property of said City and County.

They shall be regulated by a committee of six, three of whom shall be appointed by the Court of said County, and three by the Council of said City, provided that nothing herein contained shall render null and void or vitiate any arrangement heretofore made by which said ferries have been leased or rented out, and the profits of which shall accrue equally to said County and City.

4th Section. It shall be the duty of the agent or lessee of said ferries to pay the proceeds thereof, as required from time to time, to the Treasurer of Norfolk County, who shall receive the same, and be responsible for this disbursement under his official bond, as provided for in this Act.

5th Section. The said Treasurer shall from the time that the incorporating of the City of Portsmouth, hereinbefore referred to, shall take effect (from ratification of said Act by the People of Portsmouth) appropriate and pay annually at least one-third of the net proceeds of said ferries in liquidation of the debt ascertained to be due by said County, up to the period herein specified, one-half of which shall be credited to the City of Portsmouth; and in case a further amount should be required to meet the demand consequent upon the said debt, the Council of said City shall pay over to said County Treasurer one equal proportion with the County Court, or one-half of said further amount, until the entire debt shall be liquidated.

6th Section. The said Treasurer shall also appropriate and pay annually one-third of the proceeds of said ferries, in equal parts and proportions, to the Treasurer of the School Commissioners of Norfolk County and the Treasurer of the School Commissioners of Portsmouth, to be applied as the law now directs; and if from any cause the public schools of the said County shall be discontinued or vacated for more than fifteen months, the amount herein appropriated to said County schools may be otherwise appropriated during such vacancies for County purposes by the County Court, and if from any cause the public schools of said City shall be discontinued or vacated for more than fifteen consecutive months, the amount herein appropriated to said schools in said City shall be subject to the order of said City Council.

7th Section. The remaining one-third of said ferry proceeds shall be paid over as follows: One moiety, or half thereof, to the order of the Court of Norfolk County, and the other moiety or half to the order of the Council of said City.

8th Section. When the County debt hereinbefore referred to, shall have been liquidated, the one-third proceeds of said ferries appropriated by this Act to that purpose shall be paid by said County Treasurer, one-half thereof to the order of the Court of Norfolk County and one-half to the order of the Council of said City.

The 9th section provides for the division of the real estate accumulated during the union of the city and county, and says that "no wharf or other property belonging to the Norfolk County Ferries now established by law, or purchased for its use, shall be *sold* or *otherwise disposed of*, without the *concurrent con-*

sent of the County Court and Council of the said City of Portsmouth."

An Act was approved December 19, 1870, authorizing the committee of the Norfolk County Ferries to borrow a sum of money, not exceeding $30,000, for the purpose of completing such boats as were then in the course of construction for the use of the ferries and for the repair of boats then in use and building such new boats as might be necessary or expedient to have, and for the repairing and equipping of the wharves, docks and other appurtenances of the ferries. This Act also allowed the joint committee with the consent of the County Court and the Council of the city of Portsmouth to secure the payment of said money by deed of trust on boats, wharves, tolls, etc.

An Act approved March 11, 1873, made it the duty of the joint committee for the regulation of the Norfolk County Ferries to furnish to the County Court of Norfolk County and to the Council of the city of Portsmouth an accurate statement of all moneys borrowed by them, and an itemized statement of their receipts and disbursements for the last year preceding. This Act also made it the duty of the County Court and City Council, if the said annual reports were approved by them, to certify the same to the board of supervisors of the county of Norfolk on or before the 1st day of December of each year.—[Code of 1873, Page 614, Sec. 9.]

"The Court of Norfolk County may lease out the ferries across Elizabeth River and the branches thereof or may cause the same to be kept by an agent appointed by the Court; such lessee or agent shall, if required by the Court, give bond to the county, with one or more sureties, in such sum and with such condition as the Court may prescribe."

An Act was approved February 26, 1876, providing that the Norfolk County Ferries should continue to run as then authorized by law; and should be the joint and equal property of the city of Portsmouth and Norfolk County; that they should be regulated and managed by a committee of six, three to be appointed by the judge of the County Court and three by the judge of the Hustings Court of Portsmouth. It also directs how the profits shall be disbursed and repeals all Acts and parts of Acts in conflict.—[Acts 1875-76, page 110, Sec. 11.]

It having been ascertained that the joint owners of the ferries could not lease out the same under the laws in force, the legislature on February 7, 1884, passed an Act authorizing the Council of Portsmouth and supervisors of Norfolk County, if deemed to be the best interests of the owners, after advertising for 30 days, to lease them out at public auction, and on February 23, 1898, an Act was passed amending and re-enacting Section 1371 of the Code of Virginia, further providing for regulating the schedule of trips.

The ferry committee on October 15, 1841, reported to the court that the ferries had cleared $4,138.21 from April 1st to September 1st of that year. George Chambers was elected agent of the ferries October 18, 1852, and resigned July 1, 1854.—Harrison Ferebee was elected in his stead; James Jarvis was elected December 17, 1855; Thomas B. Ballentine, November 17, 1856, and Patrick H. Cooke on February 21, 1861. The Federal government took possession of the ferries on the evacuation of this section by the Confederate troops and held them until April 20, 1866. After the war Joseph H. Porter was the first agent; he was succeeded by Capt. William H. Murdaugh, Capt. Thomas M. Hodges, John L. Porter, Esq., and Capt. William H. Murdaugh. On the 1st of April, 1889, the ferries were leased by F. D. Gill and Cornelius Thomas for 10 years at an annual rental of $16,250; at the expiration of this period they were again put up at auction and bid off by Harry L. Maynard, T. J. Wool, John L. Watson and A. J. Phillips at $61,600 annually for a term of 10 years. L. H. Davis was made manager and Capt. A. E. Etheridge treasurer. The startling increase in the value of these ferries indicates the rapid development and growth of

the cities of Norfolk and Portsmouth and the town of Berkley. There are now three steam ferry-boats plying regularly between Norfolk and Portsmouth, Norfolk and Berkley and Portsmouth and Berkley. The rates of ferriage are:

A foot passenger, single ticket 3 cents; two or more tickets each 2½ cents.

Man and horse, single ticket 8 cents; two or more tickets each 7½ cents.

Bicycle and rider, single ticket 5 cents; two or more tickets each 5 cents.

Vehicle with one horse and driver (N. & P.), single ticket 10 cents; two or more tickets each 10 cents.

Vehicle with two horses and driver (N. & P.), single ticket 18 cents; two or more tickets each 17½ cents.

Vehicles with one horse and driver (N. & B., P. & B.), single tickets 8 cents; two or more tickets each 7½ cents.

Vehicles with two horses and driver N. & B., P. & B., single tickets 13 cents; two or more tickets each 12½ cents.

Additional horses five cents each and extra persons in vehicles pay extra fare. Cattle, each, 4 cents; hogs and sheep, each, 2 cents; hand cart or hand carrage, 5 s; wheelbarrow, 5 cents; trunk or box, barrel or hamper basket, 5 cents.

The third steam ferry-boat was appropriately named the "Union," as a link uniting the twin cities by the sea. Capt. William Chiles was for years engineer; two negroes, each with one leg, steered her, and acted as deck hands. One had a right leg and the other a left leg, so they always bought shoes in partners, one pair supplying both men.

HOSPITAL ST. VINCENT DE PAUL.

This magnificent hospital is located on the corner of Wood and Church streets, Norfolk, having spacious grounds of about six acres, filled with an abundance of shade trees; commanding a view of the city, its suburbs and the harbor; is well drained, causing the building to be dry at all seasons of the year. Aside from this the spacious wards, rooms and halls are always cool, both day and night, throughout the entire summer.

St. Vincent's Hospital was established March 3, 1856. The nucleus of the present establishment was a private residence, the property of Dr. James H. Behan and his sister, Miss Ann P. B. Herron. Miss Behan was the adopted daughter of Walter Herron, who formerly owned the property where the hospital now stands.

The history of this hospital is one of more than local interest. The original structure was a fine specimen of the colonial mansion house. It was erected by Walter Herron, one of those enterprising gentlemen of that school of merchants who laid the foundation of Norfolk's commercial prominence.

The land upon which the hospital stands was formerly the property of a Mr. Plume and was known as "Plumeville." At the death of this gentleman the property was heired by his nephew, Mr. Walter Herron, and at his death by Miss Behan, his adopted daughter. When that dreaded scourge, the yellow fever of 1855, decimated the cities of Norfolk and Portsmouth, when the sick and dying were counted by hundreds, many without shelter and more without attention, Miss Ann P. B. Herron threw open the doors of her stately home to the distressed, and while helping them fell herself a victim to the plague. Her dying charge was that the property should be dedicated to hospital purposes. This charge was, in 1856, carried out by her brother, Dr. James H. Behan. These good people, knowing neither sect nor section, established in that beautiful home a refuge for the sick. Gradually and by dint of self-sacrificing labor they converted it into an imposing structure capable of caring for hundreds. From a capacity to treat about 100 patients annually in its inception, it grew to a capacity for the treatment of 1,473 at the time of its destruction by fire in September, 1899.

The annual report of 1900 shows a total of 1,473 patients treated during the last year, of whom 176 paid absolutely nothing and a very large number of the remainder were received at greatly reduced prices, out of consideration for their limited means. Of this total of 1,473 patients, 513 only were from



Entrance to the Norfolk County Ferries at Portsmouth, Va.



Armory and Market Building, Portsmouth, Va.

Virginia, and the remaining 900 represented other States and countries. In addition to the foregoing, 2,490 people were treated gratis in the free dispensary. This great work was accomplished by the industry, zeal and devotion of this order of unselfish charity workers.

The hospital structure, a view of which appears on page 208, was destroyed by fire on September 21, 1899. The people within a few days after the terrible conflagration set to work at once to rebuild the hospital, and the new building is a splendid structure.

The hospital has a training school for nurses which is so well and favorably known that applications for admission are received almost daily and from nearly every State in the Union. The sister superintendent holds classes and quizzes for the pupils and also directs them in the proper discharge of their duties in the different departments of the hospital.

Russian and Turkish baths can be secured in this hospital. The structure contains 170 rooms and 23 wards. The old or "L" building contains two wards. The entire building has accommodations for about 350 people or about double the capacity of the destroyed hospital building.

The staff is in charge of Sister Bernard, who has for her assistants 22 Sisters of Charity, 18 female nurses and six orderlies.

THE PUBLIC BUILDINGS OF NORFOLK,

Both new and old, are a pride to the city. The new buildings present all that is new, advanced and up-to-date, in both design, interior arrangements and appointments, while the old buildings are impressive by reason of the purity and beauty of their classic lines.

The City Court House is of the Roman-Doric style of architecture. The massive columns at its front are suggestive of solidity and the structure is crowned by a handsome dome.

The Federal building, where Uncle Sam has his postal and revenue office and holds his courts, is of the Corinthian style. The new Federal building, on Plume street, is now nearing completion. It will cost when completed about $350,000. The Post Office will be removed to this building when it is ready for occupancy.

The Cotton Exchange has a tasteful building with marble front at the cotton headquarters in Atlantic City Ward, well arranged for its uses.

The Norfolk Academy, of pure Doric design, is one of the buildings most admired by visitors to the city. It stands near the center of a large square. This building was designed by Walter, one of the architects of the National Capitol, after the Temple of Theseus, at Athens.

Norfolk has several handsome hotel buildings, the most prominent being the Monticello and the New Atlantic. The Monticello cost about $500,000, and is superb in all its appointments. The New Atlantic cost $250,000 and is also a handsome structure. Ford's Hotel (formerly the Gladstone), is next in architectural importance, and the contract is closed for a large addition that will add about 80 rooms.

A fund is being raised for the Norfolk Protestant Hospital. The Market and Armory building is perhaps the largest in the city, and it is well adapted for its uses.

The city is not deficient in modern office and store buildings. The leading business structure in this line is the Citizens' Bank Building. The Columbia Building comes next. There are also other popular office buildings, and tenants are found as soon as good business blocks are completed.

A number of new school-houses, that are thoroughly modern and tasteful in appearance, and many beautiful church structures complete the list of public buildings. Among the latter are the Epworth Methodist Episcopal Church, that cost $120,000; St. Luke's Protestant Episcopal Church, that cost $100,000, and the Park Avenue Baptist Church, erected at a cost of $25,000.

THE PUBLIC BUILDINGS OF PORTSMOUTH

Vary in style of architecture as well as size. The United States Hospital is a massive building, which was erected at a cost of $600,000. It stands in a commanding position on the river front and is one of the first objects to attract attention as one enters the port.

The new Armory and Market building is a handsome and commodious structure. Other public buildings are the Court House, Clerk's Office, City and County Jail, City Hall and four large public school buildings. The Pythian Hall, Elks' Hall, Kirn Hall, Y. M. C. A. Building, St. Joseph's and St. Paul's Academies are also fine structures. The Seaboard Air Line Union Depot is an ornament to the city.

THE NORFOLK COUNTY COURT HOUSE.

The first court for Lower Norfolk County was held at a private residence on the 15th of May, 1637. It must be remembered at that period and until 1751 the year began on the 25th of March, according to the Jewish computation, consequently May 15th came before January 22d of the same year. They were continued to be held at different residences until an agreement was entered into with the tavern keeper, William Shipp. The court granted him a license to keep an ordinary and agreed to meet regularly at his tavern if he would keep a first-class establishment with accommodations for the people of the county as well as strangers. The records show that the courts met there for a long time. The first Court House was on Lynnhaven River. We have not been able to ascertain when this first Court House was built, but as late as August, 1661, the court met at the house of Thomas Harding. The first county jail was finished on the 20th of May, 1646; until that time the sheriff had to keep the prisoners until they could be sent to the public prison at Williamsburg.

The first Court House in Norfolk County of which we have any record was on Main street at the head of Market Square, but the date of its construction is unknown. An Act passed in 1752 to explain the charter of the borough of Norfolk provided "That nothing herein contained shall be construed to take away, or alter, the right of the justices of the County of Norfolk in and to one certain lot or parcel of land within the said borough, whereon the Court House and prison now stand." The Court House and prison were destroyed by the British January 1, 1776.

(Hen. Vol. 9, Page 231.) October, 1776, Ordinance for Norfolk County,—"Whereas by the burning of the Borough of Norfolk, the Court House of the County was destroyed, and the place where it stood will be much exposed to the attacks of the enemy in case they should return, which, together with the dispersed state of the inhabitants of the said county, hath prevented the rebuilding of the said Court House, by means whereof the justices of the said County have been hindered from holding courts at the usual place and only one court hath been held for the said county since the Court House was so burned, and that not at the Court House and without a writ of adjournment, whereby doubts have arisen whether the said justices have power to build a temporary Court House at any other place and whether the proceedings of the court last held were valid, therefore enacted that the justices could erect a temporary Court House and in the meantime hold court anywhere, provided due notice was given."

On June 19, 1777, the court ordered "That the Sheriff make diligent inquiry about the iron grates that belonged to the prison recently burnt and that he get search warrants for the same."

On the 17th day of July, 1783, the court ordered "That the Clerk remove the records belonging to this County from Abram Wormington's to Wetwood, where they are to remain by consent of said Clerk in his safekeeping until an office can be built for their reception, the expense thereof to be laid in the next County levy."

After the destruction of the County Court House two courts were held at different places, as appear from the following orders:

On the 10th day of March, 1785, William Smith was allowed by the court for the use of his room as Court House, per account to this day, 12,000 pounds of tobacco; Patrick McCauly for use of his room as an office for one year commencing this day, 3,200 pounds of tobacco; Paul Loyall for bringing the records from Great Bridge to Norfolk, 300 pounds of tobacco: Katharine Boush for the use of the office at Wetwood from 1784 to this day, 2,400 pounds of tobacco. On December 15, 1785, a letter from the body corporate of "Norfolk Borough" under the signature of the mayor to the court was read, whereupon it was ordered "That Mathew Godfrey, Gent., return an answer thereto expressing the thanks of this Court for the polite offer made to them to use their Town Hall (for holding court)."

On the 16th of February, 1786, it was ordered "That the Commissioners appointed to let out to the lowest bidder the building of a County Court House be directed to desist therefrom until the sense of the next General Assembly shall be known thereon, and that in the meantime the business of the Courts shall be carried on within the Borough of Norfolk as usual."

On the 18th of January, 1787, it was ordered "That George Kelly, Thomas Brown, Robert Boush and Ben Pollard, Gent., or any three of them be commissioners, advertise and let out to the lowest bidder the building of a County Court House of brick agreeable to the plan A. In which plan the said commissioners or any three of them may make any convenient alteration which may appear to them to be necessary and to place the same on any part of the Court House land between the street and gut making into the said land."

On November 22, 1788, it was ordered "That the Clerk remove the records and papers from his house so soon as the Court House is finished and received, to the room set apart for that purpose."

About this time began a heated official controversy about removing the Court House from Norfolk to Washington, now Berkley. At court held on the 17th day of October, 1788, it was ordered "That Daniel Sanford, Thomas Nash, Sr., Samuel Veale, John Kearns, Mathew Godfrey, John Willoughby, James Taylor, Thomas Ritson, William King, Thomas Veale, John Cowper and James Bruce Nichols, Gents., be added to the Commissioners respecting the Court House and that they or a majority of them receive the said house agreeable to contract or take such other steps as may to them appear right; to which Edward Archer and William Newsome, Gents., dissented for the following reasons: First, because the question was yesterday put for adding new Commissioners and the Court was divided; 2d, because the Court of to-day would not allow the same number of Commissioners to be added by Edward Archer, Gent., from E. River Parish that were allowed from the other parishes; 3d, because they are well convinced that the adding of more Commissioners at all will tend to raise schisms and great contentions in the County, and lastly, because the four gentlemen originally appointed, or majority of them, namely, George Kelly, Ben Pollard, Robert Boush and Thomas Brown, are able to attend and fully competent to the determination and the adding new ones reflects very much on them, as the inference is they will not do equal justice."

The commissioners appointed to let out the building of a County Court House of brick, made their report March 19, 1789, in these words, to-wit: "Pursuant to the orders of the Worshipful Court of Norfolk County bearing date on the 18th and 19th days of January, 1787, we, the Commissioners therein named, did proceed to let out the building of a County Court House to the lowest bidder agreeable to the plan given by the Court, which building was undertaken by Lemuel Carter and William Hobday for the sum of £980, and afterward judging that a cupola would be an ornamental addition thereto, did

contract with William Hobday to build the same for the sum of £50, which was approved of and ratified by the Court. We have also, in pursuance of the order of the 19th of January, 1787, drawn on the County Treasurer for such sums as became due to the undertakers as they advanced in the work, a list of which drafts is hereto annexed amounting to £1,042 1s. 3d., being the full sum due to the undertakers for building and completing the same."

The difficulty between the justices in regard to the removal of the Court House from the borough of Norfolk was solved by an Act of the General Assembly, passed on the 19th day of November, 1789, authorizing the removal of the Norfolk County Court without the borough. The Act recited that it "will be greatly for the ease and relief of the inhabitants of the County of Norfolk to remove the Court of said County without the borough of Norfolk," and enacted that "from and after the first day of December next Courts for the said County of Norfolk shall not be holden within the limits of the Borough of Norfolk."

It also provided that the justices should meet at the house of Mrs. Shafer at Powder Point in St. Bride's Parish and fix on a place for holding courts until the necessary building could be erected for a permanent seat; that the court at its first session held at Mrs. Shafer's house should appoint commissioners to sell the lot of ground within the borough of Norfolk "on which the Court House is now erected;" that the commissioners should apportion the money arising from the sale of the said lot between the inhabitants of the county and those of the borough, according to the tithables they respectively had at the time of levying the expense of building the said Court House.

It also provided that the proportion due the borough should be paid to the chamberlain of that corporation and the county's share should be applied toward defraying the expense of erecting the Court House and other public buildings as well as for the purchase of a lot, and the surplus, if any, to be applied under the direction of the court to the establishment of free schools. The justices were forbidden to assess any tax whatsoever on the inhabitants of the borough of Norfolk.

In Deed Book 32, page 43, in the county clerk's office, is the deed from Edward Archer and others to Robert Taylor in consideration of £1,300 for a certain piece or parcel of land situate, lying and beginning in the borough of Norfolk on the north side of Main street opposite the Market House. This deed is dated the 11th of May, 1790, and recites that the commissioners sold under the Act of the General Assembly, passed November 19, 1789. A lien was reserved for deferred payment which was released by deed of 31st of May, 1792. The commissioners had the lot divided into three parcels and sold at public auction on the 6th day of April, 1792. One of the parcels was purchased by Robert Taylor, another by John Calvert and the other by Baylor Hill. The total amount of the sales was £2,341. This was the land owned by the county for its public buildings in the borough of Norfolk. It had been doubtless reserved when the 50 acres were purchased from Nicholas Wise for the town in 1680.

At a court held on the 20th of August, 1789,—"James Mathews, foreman, George W. Burgess, William Wilkins, James Wilkins, James Taylor, Spivy Wyatt, John Moore, William Porter, Richard Baris, George Webb, William Noyall, Thomas Powell, John Warren, Willoughby Creekmur, John Murden, John Randolph, Epaphroditus Butt and Nathaniel Tatem, who being sworn a grand jury of inquest for the body of this County, went out and after some time returned and made their presentaments in the following manner: 'We the grand jury present such of the Justices of Norfolk County Court who have ran counter to and violated the Constitution sitting as judge and party, at the same time belonging to another jurisdiction and acting legislative, executive and judicial officers, we present those of the Justices who have made the unwarrantable attack upon the rights and privileges of the people by refusing to put the legal and

necessary questions of the administration of said Court when repeatedly called for and demanded, and we present those justices who have been instrumental in retaining the Court belonging to the County within the Borough contrary to the real interest and repeated cries and complaints of the people.' "

17th December, 1789, Court, 13 justices present,—"The Court, in pursuance of the Act of Assembly for removal of the Court House of Norfolk County, etc., do fix on the place called and known by the name of Washington, there being a majority of votes for that place, for the erecting of the necessary public buildings at such place for the holding of courts of said County, and that until such buildings be erected the Courts to be held at the brick house of the estate of Charles Smallwood at Ferry Point.

"Ordered that Willis Wilson, John Kearnes, William Newsum, Edward Archer, James Webb, Robert Butt and John Hodges, or any five of them, after being first sworn faithfully and impartially to perform the duties required of them by the Act for removal of Norfolk County Court, &c., sell the lot of ground within the Borough of Norfolk on which the Court House is now erected, on such terms as they in their judgment shall think best and convey the same to the purchaser in fee or make report to the Court.

"Ordered that Thomas Nash, Thomas Newton, Charles Odean, John Hudson and Samuel Veale or any three purchase a lot in the place called and known by the name of Washington to erect public buildings for holding courts for said County and they or a majority of them propose plans of such buildings and lay them before next court.

"Ordered that the clerk remove the record and papers from the present Court House to such a house as Edward Archer, Thomas Newton and William Newton or any two may think proper and that they or a majority of them examine the records, &c., previous thereto and report to next court."

May 16, 1791.—"Ordered that the Court be adjourned till the 3rd Monday in June next then to meet in the upstairs room of the red House at Ferry Point belonging to Edward Allmand." July 16, 1792.—"Ordered that Commissioners appointed to sell Court House in Norfolk make report at next court of account of sales." July 16, 1792.—"That commisioners appointed to receive the Court House built by James S. Mathews this day made report and same was recorded."

September 18, 1789.—"Ordered that the Clerk furnish the representatives with the following copies from the records and the said representatives are hereby instructed to lay them before the next session of assembly and to urge their endeavors to obtain remedy to and redress of the same, viz: the motion for an additional number to superintend the building of the Court House with the protest against the same. The judge or presiding member of the court who refused to put the question for adjourning the court to Ferry Point when called for by a majority of the court. The same respecting the recommending justices, the presentment of the grand jury vs. the justics for malpractices. Officers of the corporation sitting as judges in the County Court and the opinion of the court respecting their summoning jurymen within the Borough of Norfolk."

At court held January 21, 1790.—"The commissioners appointed to purchase a lot of land in the place called and known by the name of Washington, to erect public buildings for holding of courts for said County, and to prepare plans for such buildings and lay them before the next court, made their report in these words to-wit: 'In obedience to an order of Court dated the 17th day of December, 1789, we the subscribers met at the place called Washington to fix on a lot for building a Court House and prison and having viewed the different lots fixed on No. 9 belonging to Edmund Allmand and purchased the same for the sum of £25, the said lot is sufficiently large for all necessary buildings. We have also caused a plan of a court house and pris-

on to be drawn which is hereto annexed; in drawing the plans, particularly for the prison, we considered that the situation of it would require one so large that a goaler might inhabit therein for the comfortable accommodation of the unfortunate Debtor & the safe keeping of criminals, we beg leave to refer the Court to the plans hereto annexed for further information. Thomas Nash, Sr., Thomas Newton, Jr., Samuel Veale.' It is thereupon ordered that the said report be recorded and that the plan of a Court House with the dimensions of a prison be received."

At court on January 21, 1790, it was ordered "That Thomas Nash, Thomas Newton, Charles Odean, John Hudson, Samuel Veale, Thomas Bressie and William Boushell or a majority of them, advertise and let out to the lowest bidder the building of a county prison of brick of such dimensions as are mentioned in the note at the bottom of the report this day returned to Court, to be paid for in such manner as the said Commissioners or a majority of them may agree and make report to the Court."

At court May 17, 1790,—"Ordered that Thomas Nash, Thomas Newton, Charles Odean, Samuel Veale, Thomas Bressie, and William Boushell or a majority of them advertise and let out to the lowest Bidder, the Building of a County Court House of Brick of such dimensions as are mentioned in the plan received by the Court at January last."

The Court House was built under these orders and the courts were held in it until 1803. The old building is still in existence and used by the Berkley Knitting Mills.

"It being represented that the location of the Court House and jail in the town of Washington was inconvenient and the inhabitants of Portsmouth being willing to erect necessary public buildings at their own expense on receiving the lot with Court House and prison in the town of Washington, to be sold to reimburse them for the expense of the new buildings," on the 20th of January, 1801, the legislature authorized the removal of the court as soon as a Court House and prison of like form and dimensions and strength with those in the town of Washington, should be erected on the ground set apart for that purpose in the town of Portsmouth by voluntary contributions,—now the site of Hotel Monroe and and the Commercial Building, at the northeast corner of High and Court streets.

On the 19th day of April, 1803, William King, Richard Blow, Samuel Brown and James S. Mathews on the bench, the court received the report of Ralph Pigot, William Wilson, Jr., and William Pritchard, who had been appointed to examine the materials and workmanship of the Court House and jail in the town of Portsmouth, which report stated they had found them agreeable to statements of commissioners and in conformity with the Act of the General Assembly passed on the 20th day of January, 1801, for the removal of the Court House and jail from the town of Washington to the town of Portsmouth.

On the 16th day of May, 1803,—"It appearing to the Court that a new Court House and Jail in the town of Portsmouth of like form and dimensions and strength with those in the town of Washington hath been erected on the ground set apart for that purpose in the said town of Portsmouth. It is ordered that the Court be henceforth held in the said Court House in the town of Portsmouth to which place the Court doth now unanimously adjourn."

November 22, 1842, the justices were ordered to be summoned for the next court to consider building a new Court House, and at the next court, Decembebr 17, it was "Resolved, That Dr. Arthur R. Smith, William Etheridge and John A. Chandler be a committee on the part of Norfolk County to act with a committee from Portsmouth to memorialize the legislature to authorize the building of a new Court House on the lot at the northwest intersection of High and Court streets, to sell the present Court House and lot and apply the proceeds to the new Court House." This order was amended on the 23d

of December, 1842, so that should Portsmouth become fully incorporated it should have power to hold a Hustings Court and that the Court House should be used by the said town to hold its Corporation Court therein equally with the County Court. James G. Hatton, John A. Chandler, Richard Baugh, Samuel Watts and William Etheridge were appointed a committee to petition the legislature, then in session, to authorize the court to remove the seat of justice to the lot then occupied by the clerk's office. This change was authorized by an Act of the General Assembly, passed on the 14th of December, 1844, which permitted the County Court, by arrangements with the trustees of the town of Portsmouth, to rebuild the old Court House or build a new one on the lot occupied by the clerk's office or some other locality. On the 17th of March, 1845, Dr. A. R. Smith, Leaven Gayle, Richard Baugh, John G. Hutton and George T. Wallace were appointed a committee to have a Court House built on the clerk's office lot, also a jail on said or any other lot.

So the present Norfolk County Court House was built, located at the northwest corner of High and Court streets in the city of Portsmouth and is owned and occupied jointly with that city. The court was removed to this Court House on Monday, the 20th day of July, 1846. Samuel Watts, James E. Wilson, Edward P. Cowper and Frederick Wilson were on the bench and ordered that

"Whereas, at the last term of this court an order was made requiring that all the justices should be duly summoned to appear here this day to take into consideration the propriety of making an order for the immediate removal and sitting of this court to and in the new Court House lately erected by virtue of an Act of the General Assembly of Virginia and that a copy thereof was set up at the Court House door and also at the Clerk's office door and it appearing to the court that said order has been duly executed according to law. It is ordered that this court will now proceed to remove its sessions forthwith to the new Court House on the lot known as the clerk's office lot in the town of Portsmouth and that all future sessions of this court be hereafter held therein," and the court thereupon proceeded to the new Court House. And so court has been held at this Court House ever since.

After the Confederate War, the whole interior of the court room was changed and divided into two rooms, one for the Court of Hustings of the city of Portsmouth, on the west side, and the other for the courts of Norfolk County on the east side. The steps and entrance on the Court street side were changed to High street, the cupola removed and the general aspect was much altered. The county purchased another lot on the west side of its clerk's office, on which it enlarged the clerk's office and equipped it with every convenience. The jail, which was built at the same time with the Court House, at the southeast corner of High and Washington streets, was recently torn down, and a new one for both corporations erected at the northwest corner of County and Water streets.

CHAPTER XVI

THE BENCH AND BAR

EARLY ATTORNEYS—SUPERIOR COURT OF PORTSMOUTH—NORFOLK CITY COURTS—NORFOLK COUNTY COURT—RATES FOR TAVERN KEEPERS—JUSTICES OF THE PEACE FROM 1637—SHERIFFS OF THE COUNTY—CLERKS OF THE NORFOLK COUNTY COURT—MINISTERS LICENSED TO PERFORM THE RITE OF MATRIMONY—THE COURTS OF NORFOLK—THE COURTS OF PORTSMOUTH.

EARLY ATTORNEYS.

The bench and bar of Norfolk County have always been a credit to the profession of law. In the colonial period James Nimmo, William Young, Walter Lyons, Thomas Clayborne, Thomas Nivison, Benjamin Crooker, Thomas Bourke, John Brickel, Miles Carey, Anthony Lawson and Thomas Emmerson were among the practicing attorneys at the bar. William Robertson was the first attorney for the Commonwealth after the Declaration of Independence, having qualified on the 19th day of December, 1776. Some of the distinguished members of the bar under the Commonwealth were: William Wirt, Littleton Waller Tazewell, John S. Millson, John Murdaugh, John A. Chandler, Richard Gatewood, James Murdaugh, Tazewell Taylor, J. H. Langhorne, James G. Holliday, James W. Hinton, L. H. Chandler, John Neely, John H. Gayle, Charles B. Duffield, James Holt, Richard Walke.

SUPERIOR COURT OF PORTSMOUTH.

At the Superior Court of law held at the Court House in Portsmouth on the 22nd day of May, 1809, Hon. William Nelson, one of the judges of the general court, presided.

On the 23d day of October, 1809, Hon. James Semple, judge, presided.

On the 25th day of January, 1817, Hon. Griffin Stith, judge, presided.

On the 15th day of June, 1831, Hon. Robert B. Taylor, judge of the Circuit Court, presided.

On the 1st day of November, 1831, Hon. William Browne, judge, presided, having exchanged circuits with Judge Taylor.

On June 1st, 1832, Hon. Abel P. Upsher, judge, presided, having exchanged circuits with Judge Taylor.

On the 14th of April, 1833, Judge Robert B. Taylor died; and Gov. L. W. Tazewell appointed Richard H. Baker of the county of Nansemond to fill the vacancy. Judge Baker went upon the bench on the 2nd of June, 1834, and continued as circuit judge until about a year before his death, which occurred on November 29, 1871, except when supplanted by United States military orders because of his refusal to take the iron-clad oath.

On March 1, 1864, Hon. Edward K. Snead, military appointee, presided.

On March 1, 1866, Hon. Richard H. Baker resumed his seat as judge, having been reappointed by the Governor.

On February 15, 1869, Hon. Edwin P. Pitts was appointed judge in place of Judge Baker, removed by the military edict of Maj.-Gen. George Stoneman, U. S. Army.

On the 15th day of March, 1871, Hon. George Blow, judge, presided in the circuit of Portsmouth.

On March 5, 1887, Hon. Chandler W. Hill, judge, presided.

On the 4th day of March, 1895, Hon. Robert R. Prentis, judge, presided, and continues in office.

NORFOLK CITY COURTS.

An Act passed March 2, 1819, provided that, "All courts held in Norfolk Borough for the trial of civil causes, may be composed of the mayor, recorder and one alderman, the mayor and two aldermen, the recorder and two aldermen, or any three aldermen."

Acts 1850-51, page 31, provided that, "Hereafter the Corporation Court of Norfolk shall be held by the justices of said corporation or any three or more of them, except where it is otherwise expressly provided."

This Act was amended January 20, 1866: "And also by a magistrate, who shall be called the Judge of the Court of the Corporation of the City of Norfolk." * * * "The said Judge shall be elected by the Select and Common Councils of the said city, in joint meeting assembled, and shall hold his office for the term of eight years." The only judge of the Corporation Court of Norfolk City, elected by the Councils of the city, was Thomas C. Tabb, elected May 1, 1866, for eight years,—resigned June 4, 1868, as of date May 1, 1868, resignation accepted; at a subsequent meeting, a resolution was adopted calling for a joint session for the purpose of electing his successor, but it was never held. He was succeeded by O. M. Dorman, an appointee of Major-General Canby; he was made a member of the Supreme Court in 1869 and was succeeded by B. B. Foster, military appointee. This judge, B. B. Foster, was also judge of the Court of Hustings for Portsmouth and register of deeds, holding the three offices at one and the same time by military edict. The new Constitution provided for each city or town in the State, containing a population of 5,000, "There shall be elected on the joint ballot of the two houses of the General Assembly one city judge who shall hold a Corporation or Hustings Court of said city."

Hon. William H. Burroughs was the first judge elected under this Constitution and served until the January term, 1877. He was succeeded by Judge George P. Scarburg, who served until 1880, when he was succeeded by Judge David J. Godwin, who served until 1883. Judge D. Tucker Brooke succeeded him and served until 1894, when the present incumbent, Judge Allen R. Hanckel, was elected.

NORFOLK COUNTY COURT.

The presiding officers of the County Courts were first termed commissioners of the peace, afterward changed to justices of the peace, who held regular terms of court at designated points, sometimes private residences, at other times at houses for public entertainment until the first Court House was built. The instructions to Sir Thomas Wyatt, Governor of Virginia, July 24, 1621, required the Governor and Council to appoint proper times for the administration of justice, and the Grand Assembly of March 5, 1623-24, directed that courts should be held once every month in Charles City and Elizabeth City for deciding suits and controversies not exceeding in value 100 pounds of tobacco and for punishing petty offenses. The General Assembly, in June, 1642, enacted that there should be held Monthly Courts with the power to determine debts and differences under the sum of 1,600 pounds of tobacco and the beginning of the

term for Lower Norfolk County was fixed for the 15th day of each month. The Grand Assembly of March, 1642-43, changed the name from "Monthly Courts" to "County Courts," reduced the terms to six yearly and styled the officers "Commissioners of the County Courts," and ever since we have had the Norfolk County Court. The terms were afterward changed back to monthly and the jurisdiction has been changed from time to time.

The first court ever held in Lower Norfolk County of which we have any record was held on the 15th day of May, 1637, and the last court held for Norfolk County by justices of the peace was at the Court House in Portsmouth on Saturday, the 23rd day of April, 1870. The commissioners presiding at the first court were Capt. Adam Thorogood, Francis Mason, Capt. John Sibsey, afterward sheriff, Edward Windham, William Julian and Robert Carne. The justices presiding at the last court were F. W. Lemosy, W. B. Harris, W. J. Bishop and John W. McCloud, all reconstruction justices. During the long period in which magistrates were appointed, they were always selected for their intelligence, probity and high standing in the community and were generally leading citizens.

On the 16th of July, 1642, the first jury trial in a civil case took place. The panel was composed of Bartholomew Hoskins, Edward Hall, Thomas Cheely, Thomas Keeling, John Holbeck, Francis Land, Christopher Burroughs, Thomas Cannon, Simon Hancock, William Davis and Mathew Phillips. The case arose under the fence law. John Gookin's hogs got into Richard Foster's corn field and Foster sued for damages. The 12 good and true men rendered their verdict: "We therefore, the jury, having fully examined the evidence given on both sides, find no cause whereof any damages should be allowed for the plaintiff's corn which was destroyed, the defendant having sufficiently proved that he hath kept a sufficient hog-keeper and sufficient hog-pen according to the Act in that case made and provided, and that the plaintiff had not fenced his plantation according to the Acts in that case made and provided, wherefore we give our verdict that the plaintiff shall pay all charges of the lower court and so the suit be fully determined."

A court of Lower Norfolk County composed of four justices clandestinely held gave judgment for George Abbott against Col. Edward Scarborough for 7,900 pounds of tobacco, casks and costs. It was reversed by the Grand Assembly in March, 1661-62 (Hen. Vol. 2, Page 158), and the justices of the court were compelled to pay Colonel Scarborough the full amount which they had awarded against him with all costs. What a wholesome lesson for unjust judges!

At the court held for Norfolk County on the 21st day of December, 1753, for laying the county levy, Justices Col. William Crafford, Capt. William Ivy, Capt. John Hutchings, Capt. George Veale, Capt. Josiah Smith, William Bradly and William Portlock presided and ordered that Joshua Corprew, sheriff, collect from each tithable person 22½ pounds of tobacco and pay the creditors of the county, whose claims amounted to 56,992 pounds of tobacco. There were 2,533 tithable persons in the county. Samuel Boush was the clerk of the court at this date and his salary was 1,200 pounds of tobacco. The sheriff's salary was 1,200 pounds and the King's attorney 1,000 pounds of tobacco. Among the items of expense at a subsequent term were 100 pounds of tobacco to be paid Richard Smith for one old wolf's head.

In 1686, 3,000 pounds of tobacco were paid out of the county levy by the sheriff as rewards for wolves' heads.

On the 21st of May, 1761, the court assigned justices to take list of tithables as follows: Lemuel Willoughby to take the list for the borough of Norfolk on the east side of Church street beginning at his lane to the extent of the bounds of the borough. Mathew Godfrey, on the south side of Tanner's Creek as far as Willis Cares, on the north side of the creek to the extent of the bounds of the

county. Max. Calvert in the borough of Norfolk on the west side of Church street beginning on line west side of Willoughby's lane, to the extent of the bounds of the borough. James Webb from Ferry Point to Great Bridge. Joshua Corprew from Great Bridge to Edmund's Bridge and New Mill Creek. Richard Tucker, Jr., from Edmund's Bridge to the upper inhabitants, including both roads. Thomas Veale in Portsmouth and from thence to New Mill Creek. John Tucker from Portsmouth to the Western Branch, including both sides thereof.

The court held on December 30, 1761, allowed William Young, King's attorney, Wilson Newton, high sheriff, and Samuel Boush, clerk of the court, their yearly salary, 1,200 pounds of tobacco each. The total county expenses amounted to 54,994 pounds of tobacco and each tithable person was taxed 16½ pounds to be collected by the sheriff and paid over to the creditors.

The court held November 10, 1769, "Ordered for the future that it is to be an instruction that they will not be allowed for committing runaways, other than those that belong to persons out of this county or those that cannot tell their master's name."

On Monday, August 15, 1796, Robert Brough furnished the court with a seal for Norfolk County, agreeable to an order of the last court, together with an account of the expense thereof amounting to $50. It was ordered that he be authorized to draw on Willis Wilson for the same.

On January 19, 1749, the court ordered "That the Sheriff for the future do keep all persons without the Bar, except the contending parties, the attorneys or such other persons as the Court shall think proper to ask in."

Before the Revolution the justice of the peace on assuming the duties of his office took and subscribed the following oaths:

I do swear that I do from my heart abhor, detest and abjure as impious and heretical that damnable doctrine and position that Princes excommunicated or deprived by the Pope or any authority of the see of Rome may be deposed or murdered by their subjects or any other whatsoever, and I do declare that no foreign Prince, person, Prelate, state or potentate hath or ought to have any jurisdiction, power, superiority, pre-eminence or authority, ecclesiastical or spiritual in this realm.

I do declare that I do believe that there is not any transubstantiation in the sacraments of the Lord's Supper or in the elements of bread and wine at or after the consecration thereof by any person whatsoever.

At the court held on the 20th day of February, 1752, a writ of adjournment was received from Governor Dinwiddie permitting the court to adjourn from the Court House in the borough of Norfolk to the house of Thomas Veale on account of the smallpox; but on August 20th the court adjourned back to the Court House.

On December 20, 1820, Stephen Lynch contracted with the county to build a road from Ballahac to the Dismal Swamp Canal for $500.

Notes of Thomas Jefferson written in 1781: "The State is divided into counties. In every community are appointed magistrates called Justices of the Peace, usually from eight to 30 or 40 in number, in proportion to the size of the county, of the most discreet and honest inhabitants. They are nominated by their fellows, but commissioned by the Governor, and act without reward. These magistrates have jurisdiction, both criminal and civil. If the question before them be a question of law only, they decide on it themselves; but if it be of fact, or of fact and law combined, it must be referred to a jury. In the latter case, of a combination of law and fact, it is usual for the jurors to decide the fact and refer the law arising on it to the decision of the judges. But this division of the subject lies with their discretion only. And if the question relate to any point of public liberty, or if it be one of those in which the judges may be suspected of bias, the jury undertake to decide both law and fact. If they be mistaken, a decision against right, which is casual only, is less dangerous to the State, and less afflicting to the loser, than one which makes part of a regular and

uniform system. In truth, it is better to toss up cross and pile in a cause, than to refer it to a judge whose mind is warped by any motive whatever, in that particular case. But the common sense of 12 honest men gives a better chance of just decision, than the hazard of cross and pile. These judges execute their process by the sheriff or coroner of the county, or by constables of their own appointment. If any free person commit an offense against the Commonwealth, if it be below the degree of felony he is bound by a justice to appear before their court, to answer it on indictment or information. If it amount to felony, he is committed to jail, a court of three justices is called; if they on examination think him guilty, they send him to the jail of the General Court, before which court he is tried first by a grand jury of 24, of whom 13 must concur in opinion; if they find him guilty, he is tried by a jury of 12 men of the county where the offense was committed, and by their verdict, which must be unanimous, he is acquitted or condemned without appeal. If the criminal be a slave the trial by the County Court is final." * * * "In civil matters if the matters of dispute be of less value than four and one-sixth dollars, a single member may try it at any time and place within his county." * * * "If it be of that or greater value, it is determinable before the County Court, which consists of four at the least of those justices, and assembles at the Court House of the county on a certain day in every month." * * * "Appeal, if matter be of £10 sterling or concerns title to land, to Superior Court."

At a court held on the 8th day of July, 1793.—"Information having been received from the Mayor and Aldermen of the Borough of Norfolk that a number of French families have arrived within Cape Henry (in a fleet from Hispaniola) in great distress and solicitation being made to them by an officer of the French Republic for relief to them distressed people and they requesting the assistance of this court for that purpose, it is unanimously agreed that they may land and be accommodated in the Marine Hospital."

In Will Book No. 2 in the County Court there are a number of blank pages and this inscription: "These pages were left blank for some wills which were proved in 1775 to be recorded in that year, but the glorious struggle with Great Britain for our liberty and property prevented their being recorded until after. Mr. Hurt, the late deputy clerk, began to record the wills following, who left those blank pages for that purpose."

The Constitution of 1851 provided "That the Justices shall receive for their services in Court a per diem compensation to be ascertained by law and paid out of the County Treasury: and shall not receive any fee or emolument for other judicial service." It was afterward fixed at $3 per day while they were on the bench.

At a court for Norfolk County, held November 19, 1770, it was ordered that the rates for liquors sold by tavern-keepers should be:

For every quart of Punch made with best double refined Loaf Sugar, 2 shillings.
Quart of Toddy, 1 shilling 6 pence.
Quart of Grog, 1 shilling 3 pence.
Punch made with Muscovado Sugar, per quart, 8 pence.

On September 20, 1813, the court fixed rates for tavern-keepers:

Punch per quart, 37½ cents.
Toddy per quart (rum), 31¼ cents.
Toddy per quart (apple brandy), 19 cents.
Madeira wine, per quart, $1.25.
Port wine, per quart, $1.25.
Other wine, per quart, $1.12½.
Breakfast, 37½ cents.
Dinner, 50 cents.
Supper, 37½ cents.
Bed, per night 25 cents.
Corne, per gallon, 25 cents.
Oats, per gallon, 12½ cents.
Fodder, per bunch, 6¼ cents.
Stablage, per day, 12½ cents.
Stablage, per night, 12½ cents.
Pasturage, per day, 12½ cents.

The old tavern, the well-sweep and bucket, the stage coaches and the old worm fence are

things of the past; a few of the old Dutch-roof houses remain as mementoes of the days that are gone, but the wheelwright shop still stands and the anvil of the blacksmith still rings at the cross-roads.

On the 17th of June, 1861, the court appropriated $10,000 for the Confederate soldiers of the county, allowing $12 each.

On Thursday, 24th day of April, 1862, the court adjourned, L. H. Kingman presiding, after which came the interregnum,—military despotism,—and it did not reassemble until the 20th day of September, 1865, and in 1869 it was dissolved by military edict and all justices and officers were appointed by the military commander of District No. 1.

JUSTICES OF THE PEACE.

The following lists embrace most of the names of the justices of the peace, between the first and last courts, covering 233 years. The first period, in colonial times, to the division of the county; the second period covers the colonial period of Norfolk County to 1775; the third period embraces the Revolutionary War; the fourth period to 1800; the fifth period to the evacuation by the Confederates in 1862; and the sixth period the interregnum and post bellum or reconstruction:

FIRST PERIOD (COLONIAL).

Capt. Thomas Willoughby	1637
Henry Sewell	
John Gookin	1642
Henry Woodhouse	
Henry Cutching	
Capt. William Clayborne	1643
Lt.-Col. Thomas Lambert	
Mathew Phillips	
Edward Lloyd	1645
Thomas Mears	
Edward Selby	1649
Thomas Marsh	
Richard Owens	
George Kemp	
John Norwood	
Maj. Lemuel Mason	1650
Capt. Francis Emperor	
Edward Bowman	
John Marten	
Col. Francis Yardley	1651
John Hill	
Thomas Browne	
Richard Conquest	
William Moseley	
Thomas Goodrich	1654
Thomas Bridge	
Col. John Sidney	1655
John Porter, Sr.	
John Jorter, Jr.	
Thomas Bridge	
Thomas Daines	1657
Robert Powis	
William Daines	
Capt. Richard Foster	1658
Thomas Keeling	
Capt. William Robinson	1675
Maj. Francis Sayer	
Malachi Thurston	
George Fouler	
Anthony Lawson	
Adam Keeling	1678
Henry Spratt	
Capt. William Robinson	1686
Capt. George Newton	
Thomas Butt	
William Cornix	
Thomas Cock	1687
William Burroughs	
William Craford	
Capt. John Hatton	
Patrick White	
Capt. Thomas Hodges	1689

SECOND PERIOD (COLONIAL), AFTER SEPARATION FROM PRINCESS ANNE.

James Wilson	1691
John Maholy	
Richard Church	
Edward Moseley	
Thomas Walke	1693
Maj. John Nichols	1694
Thomas Scott	1695
Capt William Langley, M. D.	1703
Capt. Meelkon Squiby	
Samuel Boush	
Mathew Godfrey	
John Holstead	1708
Jonas Holyday	1708
Mathew Spivy	1708
James Wilson, Jr.	1710
William Craford	1734
John Hutchings	
Samuel Smith	
Thomas Wright	
Nathaniel Tatem	
Capt. Willis Wilson	
Col. Samuel Boush	1735
Maj. Samuel Boush	
Capt. Joseph Smith	1742
Charles Sweny	1746
William Portlock	
James Ivy	
John Tucker	

Robert Todd	1748
William Nash	
George Veale	
Markum Herbert	
Joseph Stewart	
Joshua Corprew	
Wilson Newton	1749
Josiah Smith	
Durham Hall	
Dr. Archibald Campbell	
Christopher Perkins	
William Bradley	1753
Col. Robert Tucker	1754
Capt. John Willoughby	1755
James Webb	1757
Robert Tucker, Jr.	1761
William Atkinson	
Lemuel Willoughby	
Joseph Hutchings	
Max. Calvert	
John Portlock	1768
Samuel Happer	
John Taylor	
Malachi Wilson	
Goodrich Boush	1767
Mathew Phripp	
David Porter	
Thomas Newton, Jr.	
Solomon Hodges	1774

THIRD OR REVOLUTIONARY PERIOD.

Mathew Godfrey	1775
James Webb	
George Veale	
John Portlock	
Cornelius Calvert	
Bassett Moseley	
Robert Taylor	
John Brickel	
John Wilson	
Arthur Boush	1776
Goodrich Boush	
William Smith	
James Wilson	
James Tatem	
James Archdeacon	
John Hutchings	1777
Thomas Veale	
Malachi Wilson, Jr.	
Thomas Newton, Jr.	
Paul Loyall	
Humphrey Roberts	
Thomas Nash, Jr.	
James Nicholson	
William Booker	
David Sanford	
Charles Conner	
John Willoughby	
Samuel Veale	
Charles S. Boush	1782
James Taylor	
George Kelly	

FOURTH PERIOD.—AFTER THE REVOLUTION TO 1800.

William Happer	1785
William Newsome	1788
Edward Archer	
John Nash	
Josiah Butt	1789
Robert Boush	
James Grimes	
William Wilson, Jr.	
Robert Butt	
Solomon B. Talbot	
Daniel Sanford	
William Hall	
John Hendren	
John Hudson	1790
William King	1791
Richard Powell	
Willis Wilson	
John Kearns	
Wilson Butt	1793
Robert Brough	
William White	
Samuel Davis	
David Silvester	
John Shields	
James Holt	
Kader Talbot	
Thomas Brent	
Powell Reins	1794
James Harper	
James White	
James Young	
Richard Silvester	1796
Samuel Smith	1799
Jordan Merchant	
James Brown	
James G. Martin	
James S. Mathews	
Thomas W. Happer	
Jesse Nicholson	

FIFTH PERIOD.—TO CONFEDERATE EVACUATION, IN 1862.

Wright Brown	1800
John Crowell	
Mathew Callis	
John Wilson, Jr.	
Richard Blow	1801
Stephen Wright	1803
Wright Bowers	1804
Thomas Lee	
John Armstrong	1805
James Callis	
A. C. Jordan	
Gresham Nimmo	
Joseph Seguine	
James Williams	
Thomas Talbot	
Robert Thompson	1807
Arthur Emmerson	
John Butt, Jr.	1813
Willis Wilkins	

Tapley Webb 1814
Beverly Bayton
Mathew Manning
Mordecai Cooke
Bernard Magnuing 1815
Jesse Newcombe
James Rolans 1816
David Fentress
Bassett Butt
John Johnston
Nehemiah Foreman
John Thompson 1818
Arthur Butt 1819
Nathaniel G. Tatem
John Powell
Amzi W. Wilson
James Davis
Cornelius Nash 1823
Samuel W. Happer
William Cocke
W. B. Manning
John Biddle
Samuel Bartee
John P. Leigh
Holt Wilson 1824
James Warden
Josiah Wilson 1827
John Nash
Samuel Wiles
John Hodges 1830
William Wright 1831
Wilson B. Scott 1833
Samuel Watts
C. N. Nimmo 1834
Dr. Arthur R. Smith
William N. Ivy
Agesilaus Foreman
John G. Hatton 1836
Richard G. Bayton
Leaven Gayle
Richard W. Silvester
Richard W. Baugh
James E. Wilson
John P. Young
William Denby
William Collins
Ezekiel Powell
William Etheridge
Overton Bernard
Isaiah Cherry
Samuel Browne, Jr. 1837
Sampson Crocker 1841
George T. Wallace
John S. Wise 1842
Stephen B. Tatem
Isaiah Cherry Jr. 1843
Thomas B. Butt
John P. Biddle
Maurice B. Langhorne 1844
Samuel Etheridge 1846
William G. Webb
Edward P. Cowper
Frederick Wilson

Thomas R. Ballentine 1852
Robert Dickson
William H. Haynes
Iverson N. Hall
Nathan B. Webster 1855
James C. Williams
John B. McCloud
George W. Grice
James G. Hodges
Charles L. Cocke
George F. Outten
C. C. Robinson
John B. Haynes
Dennis Simmons
John Foreman
James Flemming
Archibald T. Foster
George T. Old
Thomas N. Mercer
Martin J. Ballentine 1853
William P. Ives
John K. Cooke
Enoch L. Herbert
Amzi W. C. Wilson
Lysander H. Kingman 1856
James F. Carr
Dr. Virginius B. Bilisoly
William H. Etheridge
Alexander C. W. Young
Thomas B. Hanbury
Maurice L. Tabb
Robert H. Miller
Richard P. Beaton
Girard Henderson
William W. Davis
D. T. Driver
Edward Kearns
William P. Jones
John S. White
Tapley Portlock
Griffin S. Jennings 1857
James G. Ball
Joseph Williams
John D. Berryman
Logan Hurst
Thomas N. Mercer
John T. Pumpfrey
James L. Northern
Beverly A. Armistead
Josiah Joliff
William M. Gibson
Jerome M. Creekmur
James C. Choate

SIXTH PERIOD—INTERREGNUM, POST BELLUM, RECONSTRUCTION.

W. H. C. Lovitt 1866
John F. Stewart
Lewis H. Hall
George H. Dashiel
William Old
James G. Martin

George T. Old
George A. Wilson
Peter S. Hancock
John M. Drewry
Joseph Williams
W. D. Pritchard
Frank Ferebee
Nathaniel Bidgood
James Newby
Stephen B. Tatem
F. W. Pickering military appointment 1869
George Cromwell military appointment 1869
Alexander Foreman military appointment 1869
John A. McCloud military appointment 1869
W. B. Harris military appointment 1869
W. J. Bishop military appointment 1869
Mason Woodward military appointment 1869
Caleb Hodges military appointment 1869
Timothy Cherry military appointment 1869
Samuel Craigen military appointment 1869
E. H. Williams military appointment 1869

The legislature abolished the bench magistrates and Hon. Legh R. Watts qualified as the first judge of the County Court on Monday, the 16th day of May, 1870. Then Judge Edward Spalding, Judge George D. Parker and Judge William N. Portlock followed, the last named being the present judge of the Norfolk County Court.

SOME OF THE SHERIFFS.

In 1634 "And as in England, Sheriffs shall be elected to have the same power as there." [Hen. Vol. 1, page 224.]

Capt. John Sibsey was sheriff of Norfolk County in 1645.

Richard Conquest was sheriff of Norfolk County in 1649.

Samuel Smith was sheriff of Norfolk County in 1740.

William Portlock was sheriff of Norfolk County in 1741.

Robert Tucker was sheriff of Norfolk County in 1755.

Charles Sweny was sheriff of Norfolk County in 1757.

Thomas Veale was sheriff of Norfolk County in 1776.

Thomas Veale was the first sheriff under the Commonwealth; and Samuel Portlock, James Murden, Mathew Mound, Joseph Langley and Mathias Miller qualified as his deputies on the 16th of August, 1776. David Porter, second sheriff under the Commonwealth, qualified in 1777.

William Booker was sheriff of Norfolk County in 1785.

James Williams was sheriff of Norfolk County in 1812.

Arthur Butt was sheriff of Norfolk County in 1819.

Mordecai Cooke was sheriff of Norfolk County in 1832.

Holt Wilson was sheriff of Norfolk County in 1835.

John M. Drewry was sheriff of Norfolk County in 1854.

Samuel Etheridge was sheriff of Norfolk County in 1868.

John Lesner was sheriff of Norfolk County in 1878.

A. C. Cromwell was sheriff of Norfolk County in 1900.

CLERKS OF THE NORFOLK COUNTY COURT.

1.—Samuel Boush, from 1742 to 1774, 32 years.
2.—John Boush, from 1774 to 1792, 18 years.
3.—William Wilson, Jr., from 1792 to 1831, 39 years.
4.—William H. Wilson, from 1831 to 1839, 8 years.
5.—Arthur Emmerson, from 1839 to 1859, 20 years.
6.—LeRoy G. Edwards, from 1859 to 1866, 7 years.
7.—Griffin F. Edwards, from 1866 to 1869, 3 years.
8.—J. P. Hodges, by military edict, from 1869 to 1875, 6 years.
9.—R. Denise, from 1875 to 1880, 5 years.
10.—Alvah H. Martin, from 1880 to 1900 (present clerk), 20 years.

The following is a list of ministers of the gospel who performed the rite of matrimony and made report to the Norfolk County Court between June, 1787, and April, 1840:

Rev. Walker Maury,
Rev. Edward Mintz,
Rev. Jesse Nicholson,
Rev. William Sory,
Rev. James Lewis,
Rev. James Dawley,
Rev. George Young,
Rev. William Grimes,
Rev. Thomas Moore,
Rev. H. E. Hall,
Rev. William Compton,
Rev. Henry Hardy,
Rev. J. G. Ogilvee,
Rev. Robert A. Armistead,
Rev. John Owen,
Rev. George Halson,
Rev. Charles Moseley,
Rev. Thomas Blount,
Rev. Mark L. Chevers,
Rev. Moses C. Searle,

Rev. F. A. Ward,
Rev. Overton V. Bernard,
Rev. George W. Nolley,
Rev. T. J. Harrison,
Rev. Miles Nash,
Rev. Caleb Leach,
Rev. Thomas Hume,
Rev. Henry D. Wood,
Rev. Needler Robinson,
Rev. Robert Cox,
Rev. Jeremiah Rutter,
Rev. James Buxton,
Rev. David Briggs,
Rev. Rice Haggard,
Rev. L. Mansfield,
Rev. Thomas T. Jones,
Rev. Joshua Livesay,
Rev. Mathew M. Dann,
Rev. Robert Griffith,
Rev. Mills Barrett,
Rev. Edward Cannon,
Rev. Reuben Doudge,
Rev. John H. Wingfield,
Rev. David M. Woodson,
Rev. Thomas Howard,
Rev. George A. Bain,
Rev. John Blount,
Rev. John French,
Rev. Thomas Crowder, Jr.
Rev. Philip Anderson,
Rev. Bennet T. Blake,
Rev. George M. Bain,
Rev. Jeremiah Hendren,
Rev. Vernon Eskridge,
Rev. A. Paul Repiton,
Rev. George Jones, Chaplain U. S. Navy.
Rev. John D. Berryman,
Rev. Edward T. Berryman,
Rev. Joseph S. Baker.

On September 17, 1796, the court granted Rev. Archibald Davis license to celebrate the rite of matrimony; Rev. Benjamin Ashley, in May, 1803; Rev. William Ormand, May 17, 1803; Rev. C. H. Burgess, Catholic, June 19, 1835; Rev. Hardy Herbert, Methodist, August 10, 1794; Rev. Thomas Armistead, Baptist, January 21, 1790.

THE COURTS OF NORFOLK.

The courts held in Norfolk are as follows, taking the United States Courts first:

United States Circuit Court,—Judge, Nathan Goff, of Charleston, West Virginia; clerk, M. F. Pleasants, Richmond; deputy clerk, at Norfolk, George E. Bowden; United States' attorney, Edgar Allan; marshal, Morgan Treat; deputy marshal at Norfolk, Julius E. West.

The regular terms of this court at Norfolk are the first Mondays in May and November, but as the judge of the United States District Court is ex-officio judge of this court, the terms of the court are held open the year round for business.

United States District Court,—Judge, Edmund Waddill, Jr.; George E. Bowden, clerk of the district, located at Norfolk; Joseph P. Brady, deputy at Alexandria. This court has the same marshal and district attorney as the United States Circuit Court and the same deputy marshal, Julius E. West, at Norfolk.

The terms at Norfolk are the first Mondays in May and November, but the court is kept open the year round.

The United States Commissioners are: John B. Kimberley, at Fortress Monroe; John C. Tucker, at National Soldier's Home, Hampton; Alfred C. Garrett, at Newport News, and George E. Bowden, Richard McIlwaine and C. W. B. Lane, at Norfolk. J. N. Whittaker is clerk to the United States' attorney.

The Norfolk city courts are as follows:

Corporation Court,—Judge, Hon. Allan R. Hanckel; clerk, Lawrence Royster.

This court sits on the first Monday of each month, except the month of August. It has jurisdiction over all criminal matters. It is the court of original criminal jurisdiction in all cases of felony and matters not cognizable by a justice of the peace. It has jurisdiction in probate and guardianship matters, grants such charter rights as are allowed by statute to courts and which are not confined alone to legislative enactment. It has jurisdiction in all cases where appeal is granted from the jurisdiction of a justice of the peace in civil matters and also appellate jurisdiction from the Police Court in criminal matters.

Circuit Court.—Judge, Hon. R. R. Prentis, clerk, Lawrence Waring.

This court sits in May and September of each year and has occasional special terms. It

has concurrent jurisdiction in all civil matters with the Court of Law and Chancery, has original criminal jurisdiction in certain cases by the election of the accused and in certain cases has appellate jurisdiction from the Corporation Court.

Court of Law and Chancery,—Judge, Hon. W. B. Martin; clerk, Lawrence Royster.

This court sits on the third Monday of each month of the year, except the months of September and October, and the first day of October. This court has concurrent jurisdiction in all civil matters with the Circuit Court, except such civil matters as are confined exclusively to the courts of the justices of the peace on account of the small amounts involved. It has concurrent jurisdiction with the Circuit and Corporation courts in all matters of probate and guardianship.

Police Court,—Justice, Hon. R. W. Tomlin; clerk, C. F. Jordan.

This is a very important court, as it is the tribunal in which large numbers of petty offenders are speedily dealt with. This court sits on every day except Sundays. The justice of the Police Court is now elected as extra magistrate, with the title of police justice. Its jurisdiction is confined to criminal matters exclusively, and it has a right of trial in certain minor misdemeanors. Appeal lies from this court, in all cases in which it has power of trial, to the Corporation Court. In cases of serious crime the offenders are given a preliminary hearing and, if there is a suspicion of guilt, the party is committed to await the session of the grand jury.

Justices of the Peace,—Norfolk has in all seven justices of the peace, under a new law recently passed. Their powers and jurisdiction are those usually incident to the office elsewhere.

THE COURTS OF PORTSMOUTH.

The courts held in Portsmouth are as follows:

Court of Hustings,—Judge, Hon. James F. Crocker; clerk, C. T. Phillips; sheriff, Williamson Smith. This court sits the first Thursday after the first Tuesday in every month.

Circuit Court for the city of Portsmouth sits the first Monday in May and November. Hon. R. R. Prentis is judge. The other officers are the same as those of the Court of Hustings.

Police Court,—Hon. J. Thompson Baird, mayor, presides; N. Onley, clerk. It has a jurisdiction similar to that of the Police Court of Norfolk.

CHAPTER XVII

THE MEDICAL PROFESSION

EARLY PRACTITIONERS OF MEDICINE IN NORFOLK COUNTY—PROMINENT PHYSICIANS OF THE FIRST HALF AND MIDDLE OF THE NINETEENTH CENTURY—NORFOLK MEDICAL SOCIETY—LOCAL AND UNITED STATES QUARANTINE.

"There is scarcely a profession in which the sympathies of its professors are more painfully excited than that of the medical practitioner. How often is he called to the bed of hopeless sickness; and that, too, in a family, the members of which are drawn together by the closest bonds of love? How painful it is to meet the inquiring gaze of attached friends, or weeping relatives, directed toward him in quest of that consolation, that assurance of safety, which he has not to give! And how melancholy it is to behold the last ray of hope, which had lingered upon the face of affection, giving place to the dark cloud of despair.

"And when all is over—when the bitterness of death hath passed from the dead to the living—from the departed to the bereaved—hark to that shriek of agony, that convulsive sob, that bitter groan, wrung from the heart's core, which bespeaks the utter prostration of the spirit beneath the blow!

"There, cold in the embrace of death, lies the honored husband of a heart-broken wife—her first, her only love! Or it may be, the young wife of a distracted husband, the bride of a year, the mother of an hour, and by her, perhaps, the blighted fruit of their love—the bud by the blossom—and both are withered."

Then often in the homes of poverty they find starving children and mothers to melt their hearts in sympathy. No profession is so often awakened to the sufferings of humanity and none contributes more liberally to alleviate the woes of mankind than the medical profession. The practitioners of medicine in Norfolk County, embracing both cities, have not only been noblemen in benevolent bearing, but have ranked in skill with their brothers throughout the land. In peace, in war, on sea or land, they have trod the highest path of duty for which their profession has been noted through the centuries.

Probably the first practitioner in Norfolk County was Dr. Thomas Bullock, as there are judgments for his claims in the County Court in 1638, one year after Lower New Norfolk County was established.

Dr. William Happer was a prominent physician of Norfolk and resigned from the Common Council on June 24, 1742, because his practice consumed his whole time. Dr. Archibald Campbell was also a prominent man of that day and was one of the justices of the County Court in 1749.

Dr. Phillip Barraud and Dr. Andrew Ray were surgeons in the Revolution. Dr. Robert Bruce Butt was a prominent practitioner in 1805. Dr. George W. Maupin was a surgeon

in the U. S. Army. Dr. Joseph Schoolfield, surgeon, U. S. Navy, died in 1850. Dr. Jonathan Cowdry died November 20, 1852, aged 85 years,—he was then the oldest surgeon and oldest officer in the U. S. Navy. Dr. Joel Martin died November 10, 1854, aged 86,—he had been a surgeon in the U. S. Navy 26 years.

Among the most prominent members of the medical profession in the city of Norfolk during the first half and the middle of the last century should be mentioned Drs. William B. Selden, Thomas F. Andrews, William Selden and his brother Henry, sons of Dr. William B. Selden, Robert B. Tunstall and William J. Moore.

Dr. William B. Selden finished his medical education in 1799, in Edinburgh, then as now celebrated for the thorough teaching of its medical schools. Returning to Virginia, he began practice in Norfolk, and continued for near half a century to retain the confidence of the community in his great skill and discrimination, both as an observer and practitioner, and not a few students under his wise instruction became prominent physicians. He reached an honored old age, and died in 1849.

Dr. Thomas F. Andrews was a man of consummate ability. He received his academic and professional education from the best sources, both at home and abroad. His mind was a store house of scientific, literary and political information, and it was said of him, that had he chosen public life, he would easily have secured the highest attainable positions. He was as remarkable as a financier, as he was a physician and surgeon. He retired from medical practice in 1851, to live many years in an adjoining State in affluent leisure, and died at the age of 90 years.

Dr. William Selden survived his brother Henry (who was cut off by the epidemic of yellow fever in 1855, in the midst of a successful career, being especially noted as a skillful diagnostician) and continued to practice medicine until advancing age led him into retirement. He was an alumnus of the University of Virginia and of the University of Pennsylvania and subsequently pursued a medical course in the city of Paris. He was a scholar in the highest sense. His memory was extraordinary, and it was said that when he was a student at the University of Virginia, nothing eluded his grasp, and that he possessed almost unparalleled powers of acquisition. Beginning the practice of his profession during the cholera epidemic of 1831, he soon made for himself a most enviable reputation which widened in its scope until he was everywhere recognized as an authority. Even after his retirement from active work, he kept himself thoroughly informed of the various changes in doctrine and practice, the progress medical science had developed, and was ever ready to confer with his junior brethren. He was not only a cultivated and epxerienced physician, but a man of affairs through life, and died at the age of 79.

Dr. Robert B. Tunstall originally prepared himself for the calling of a civil engineer, which he relinquished for his decided predilection for medicine; after graduating at the University of Pennsylvania he became associated with the late Dr. Baynham Baylor, at that time a leading physician of Norfolk. Possessed of a noble physique and an unusually lucent mind, he at once engaged both with wonderful energy in the work of his profession with preeminent success. For many years and up to his sudden death, at the age of 64 years, he was second to none in the professional ranks.

Dr. William J. Moore studied medicine with Dr. Thomas F. Andrews above noted, and graduated at the University of Pennsylvania, then the leading medical college of the country. He returned to Norfolk from Philadelphia and began a most interesting career as a physician and surgeon. He held for years the position of surgeon to the U. S. Marine Hospital, before the establishment of the Marine Hospital service, and served as surgeon of one of the hospital divisions of the Confederate States from 1862 until 1865,

after which he resumed his practice in Norfolk. He was a skillful and bold operator, and a discriminating and successful physician, and a most lovable man, kind and gentle, but firm and determined, until his health began to fail a few years before his death at the age of 69 years. He loved literature next to his profession, but always avoided a display of his varied accomplishments. No medical man has ever passed away leaving a greater void in the hearts of his associates and many friends.

Of the list of noble martyrs who fell victims to the dreadful yellow fever scourge in 1855 were Dr. John W. H. Trugien on the 29th day of August; Dr. William Collins on the 8th of September; Dr. L. P. Nicholson, Dr. Richard W. Silvester, Dr. Thomas F. Constable, Dr. George I. Halson, Dr. R. J. Silvester, Dr. Francis L. Higgins, Dr. James H. Briggs, Dr. Richard B. Tunstall, Dr. Henry Selden and Dr. R. H. Parker, father of Dr. R. H. Parker, Confederate surgeon and now a practitioner in Portsmouth. Among those who were ill with the fever and survived were Dr. William Selden, Dr. William J. Moore, Dr. Robert B. Tunstall, Dr. E. D. Grainer, Dr. Herbert M. Nash, Dr. G. W. Cowdry, Dr. F. S. Campos, Dr. Thomas J. Hardy, Dr. Robert H. Gordon, Dr. D. M. Wright, Dr. V. Friedman, Dr. D. W. Todd, Dr. Robert W. Rose, Dr. J. N. Schoolfield, Dr. G. W. O. Maupin and Dr. William H. Cocke, who was assistant surgeon in the 14th Regiment, Virginia Infantry, C. S. A., wounded and died in prison in Washington. Of these Dr. Herbert M. Nash is now the sole survivor. Among the eminent surgeons in the Confederate Army were Dr. Holt Fairfield Butt, Dr. James Parrish, Dr. Herbert M. Nash, Dr. V. B. Bilisoly, Dr. J. M. Covert, Dr. Franklin J. White, Dr. Edwin M. Watts, Dr. William E. Kemble, Dr. R. H. P. Barraud, Dr. Thomas B. Ward and Dr. R. H. Parker. Surgeons in the Confederate Navy: Dr. George Blacknall, Dr. James Cornick, Dr. Richard Jeffry, Dr. F. L. Galt, Dr. Lewis D. Minor, Dr. W. F. McClanahan, Dr. W. B. Sinclair, Dr. Charles H. Williamson, Dr. William E. Wysham and Dr. John deBree. Dr. William White was a colonel in the Confederate States Army, and Dr. Charles R. McAlpine was a major.

There is somtimes a ridiculous side as well as the serious to the profession and doctors sometimes have amusing experiences. In the olden time, it is said a wealthy farmer, much affected with hypochondria, went to Langenan, to consult Michael Scuppach, better known by the appellation of the *mountain doctor*. "I have seen devils in my belly," said he, "no fewer than seven." "There are more than seven," replied the doctor, with the utmost gravity; "if you count them right, you will find eight." After questioning the patient concerning his case, he promised to cure him in eight days, during which time he would every morning rid him of one of his troublesome inmates, at the rate of one louis d'or each. "But," added he, "as the last will be more obstinate and difficult to expel than the others, I shall expect two louis d'or for him." The farmer agreed to these terms; the bargain was struck, and the doctor, impressing upon all present the necessity of secrecy, promised to give the nine louis d'or to the poor of the parish. Next morning the imaginary demoniac was brought to him, and placed near a kind of machine he had never seen before, by which means he received an electric shock. The farmer roared out lustily. "There goes one," said the doctor with the utmost gravity. Next day the same operation was repeated; the farmer bellowed as before, and the doctor cooly remarked, "Another is off." In this manner he proceeded to the seventh. When he was preparing to attack the last, Scuppach reminded his patient that he now had need of all his courage, for this was the captain of the gang, who would make a more obstinate resistance than any of the others. The shock at this time was so strong as to extend the patient on the floor. "Now they are all gone," said the doctor, and ordered the farmer to be put to bed. On recovering himself, the latter de-

clared he was completely cured; he paid the nine louis d'or with abundance of thanks and returned in the best of spirits to the village. This is perhaps an exaggerated specimen of what doctors call the moral treatment of disease and in various forms is used by every intelligent physician, especially in cases of hypochondriacs, and in nervous forms of disease, not dependent on local causes or any known infection, as doctors are not and never have been restricted in the treatment of human ills to the giving of medicines alone, but are at liberty to use all forms of treatment, moral, medicinal, surgical, etc.

Since 1885 the whole theory upon which the former practice of medicine was chiefly based has been more or less abandoned. The connection between the presence of certain germs, or bacteria, and the causation of various forms of disease, long suspected and by many believed in years before that date, has been definitely established, and the chemical view of certain changes both physiological and pathological has given way to the vital or the influence of living agents in the production of these processes. The curriculum of the medical colleges has been extended from two to four years, which is now hardly sufficient to train their students in those added studies which have been rendered necessary by the development of the medical sciences. The colleges have been forced by the enactment of State laws, establishing State medical examining boards, to reject candidates for diplomas who are not prepared to receive them. No dogmatic theories of medicine are taught in the regular medical colleges, but all teaching is based upon facts or verified experiments. When the time of study and expense incurred in procuring a medical education at the present time is considered, the profession which, of all professions, requires the widest knowledge of the general science, all of which bear upon the practice of medicine, and which have to be constantly borne in mind by the practitioner, it follows that its followers, when also morally endowed, should have the fullest sympathy and encouragement by the public.

The Norfolk Medical Society was organized in 1870 with Dr. William Selden as its president, who in subsequent years was succeeded by Dr. Robert B. Tunstall, Dr. William J. Moore, Dr. Herbert M. Nash, Dr. J. D. Galt and others. It was reorganized as to constitution and by-laws in 1899. For many years prior to 1855 it had existed but was broken up by the yellow fever.

The officers of the society (1900) are: President, Dr. L. C. Sheppard; first vice-president, Dr. J. L. Lynch; second vice-president, Dr. J. J. McCormick; secretary, Dr. H. L. Myers; treasurer, Dr. W. L. Old.

LOCAL AND UNITED STATES QUARANTINE.

Since the port of Norfolk and Portsmouth is one of the most important ports on the Atlantic Coast, it is necessary to maintain a most vigorous and careful quarantine at this point.

This quarantine is maintained by local authorities, having charge of the inner quarantine, and the United States government having charge of the outer quarantine.

The Inner Quarantine.—The District of Elizabeth River was established by an Act of the Legislature of Virginia in February, 1877, to be controlled by a board of commissioners, consisting of two members from the city of Norfolk, two from the city of Portsmouth and one from Norfolk County.

Their jurisdiction extends from about the mouth of Tanner's Creek across toward the mouth of the Nansemond River, and their powers are almost unlimited if exercised for the protection of these ports from the introduction of contagious and infectious diseases.

In order to fully protect the health of the people of Norfolk, the municipal authorities not long ago acquired from the national government Craney Island, an island about 41 acres in area, for many years used as a United States powder magazine, and converted it into

a place of detention for cases of contagious or infectious diseases found in or near the city. The buildings on the island, with some alterations, have been admirably fitted up for this and hospital purposes, and the island affords complete isolation.

The Board of Quarantine Commissioners for the District of Elizabeth River are as follows: From Norfolk—Dr. Herbert M. Nash, Col. William B. Rogers, Capt. B. P. Loyall; Portsmouth—William H. Peters, James T. Borum, William Schroeder; Norfolk County (vacant): President, William H. Peters; secretary, B. P. Loyall; quarantine medical officer, Dr. C. R. Vance; deputy quarantine medical officer, Dr. J. J. McCormick.

During the quarantine year ending December 31, 1898, the report of the quarantine medical officer for this district shows that he inspected 416 vessels of all nationalities, principally English, embracing 12,106 persons among crews and passengers.

The Outer Quarantine.—In 1893 the Congress of the United States passed an Act for the better protection of our seaboard against the introduction of disease and required all the seaports on the coast to provide certain plants and fixtures for examining and quarantining ships. In the event that certain cities could not or would not so provide, the government undertook to maintain a quarantine establishment, with all necessary equipments and appliances.

The question was submitted to the Board of Quarantine Commissioners of this district, and upon mature consideration of the matter, it decided not to put the cities of Norfolk and Portsmouth to this great expense of such an establishment and turned over to our national government the outer quarantine of these ports, retaining to itself the right to detain and examine all vessels passed into the common harbor, so that if by any careless, incompetent or corrupt examination at the outer quarantine a vessel comes to this harbor with sickness or infection, she can be immediately sent away.

In pursuance of the above Act of Congress, the Marine Hospital service of the United States has established a complete quarantine plant at Cape Charles, Virginia, where infected vessels are detained and the crews and cargo removed on shore, fumigated and disinfected.

With carefully maintained inner and outer quarantine we are supposed to be amply protected from the introduction of sickness and disease from foreign sources.

CHAPTER XVIII

THE PRESS OF NORFOLK COUNTY

EARLY AND DEFUNCT NEWSPAPERS OF THE COUNTY—NEWSPAPERS OF TO-DAY.

The press is the liberator, the instructor, the historian. It is the terror of tyrants, the dread of corruptionists, the fortress of freedom, the defender of the Commonwealth. It is the mouth of public opinion and the eyes of the people. It is the sentinel on the outpost of the Republic. It is the guardian of innocence and protector of purity. Its mission is charity, truth and justice. The journalist who makes this motto his guide will be applauded by men and rewarded by Heaven,—"The liberty of the press and the liberties of the people must stand or fall together." The first newspaper was published in England on the 27th of May, 1570.—*The Liverpool Times.*

The history of the press of our cities by the sea has not been preserved as it should have been and much interesting detail has been lost. It is said that John Buckner brought the first printing press to Virginia, which was suppressed in 1683.

The first newspaper published in Virginia was the *Virginia Gazette*, the first number of which was issued at Williamsburg, August 6, 1736. It was a sheet about 12 inches by six, and was printed and published by W. Parks, at 15s. per annum. It was not a free agent to herald the generous impulses of the heart; but had a lord and master in the representative of the crown to govern its course. James Holt, whose publication was exciting in the people "*the spirit of rebellion and sedition*," for which Dunmore justified his dastardly seizure of the types, fixtures and two printers, was a heroic and patriotic journalist, whose memory should be precious to every American.

The Virginia Chronicle and Norfolk and Portsmouth General Advertiser, was published by Baxter and Wilson in 1793.

The Herald and Norfolk and Portsmouth Advertiser was published by Charles Willet in 1795.

The Epitome of the Times was published by Augustus C. Jordan in 1799.

Norfolk Gazette and Public Ledger was published by William Davis, 1805-14.

Norfolk Herald, 1819, afterward styled *The Norfolk and Portsmouth Herald,* published by O'Connor and Thomas G. Broughton; styled *Norfolk and Portsmouth Herald and Daily Commercial Advertiser,* 1844-45, and *Norfolk and Portsmouth Herald,* 1849-52, published by Thomas G. Broughton & Company, and Thomas G. Broughton & Son.

The American Beacon and Norfolk and Portsmouth Daily Advertiser, 1844, published by William E. Cunningham & Company.

The Norfolk Phoenix, published June 13, 1844, W. C. Shields, editor.

Chronicle and Old Dominion, 1843, published by A. H. Cunningham. It became *The New Era,* July, 1845. William Wallace, editor

of the *Daily Chronicle*, died March 20, 1854.

The Southern Argus, established June 8, 1848, S. T. Sawyer, editor and proprietor, published by T. M. Crowder, succeeded by A. F. Leonard in 1855. Col. William Lamb became a partner and both conducted the paper, 1856-60.

The Daily News, established June 1, 1857, issued by T. F. Boothly and C. H. Beal, editors and proprietors.

The Norfolk Day Book, styled The Day Book, 1857-66. Established by T. O. Wise with John R. Hathaway, editor, who soon became editor and proprietor. Capt. James Barron Hope and Holt Wilson became editors in 1866. John R. Hathaway became editor, and Maj. James F. Milligan, local editor in 1877.

The New Regime, 1864-65. (Ben. Butler's paper.)

The Norfolk Old Dominion, 1863-66, published by R. E. Glassett and William E. Sexton. A. Watson Atwood succeeded Glassett in 1864. On March 22, 1865, the editors and proprietors were J. K. Wolcott, R. E. Glassett and William E. Sexton. In 1866, E. F. Preston, editor, styled it the *Old Dominion* and the *Daily Old Dominion*.

The Norfolk Post, 1865-66, established by E. M. Brown, publisher, and John Clark, editor.

The Independent Daily Messenger was founded on the 29th of September, 1843, by D. D. Fiske. Its motto was "The Liberty of the Press and the Liberties of the People Must Stand or Fall Together." It supported Martin Van Buren for president, subject to the decision of the Democratic national convention.

The Public Index was issued on the 13th of April, 1844, Thomas C. Connolly, editor, —its politics was Whig.

The Portsmouth Times, established in 1838; John T. Hill, editor.

The Commercial Chronicle, established in 1839 by Theophilus Fisk and A. F. Cunningham, merged with the *Old Dominion* as the *Chronicle and Old Dominion*.

Commercial Chronicle and the *Portsmouth and Norfolk Tri-Weekly Old Dominion*, 1839-40.

The Old Dominion was established by Theophilus Fisk and A. F. Cunningham,—the latter soon withdrew. James M. Smith became publisher in December, 1841.

The Chronicle and Old Dominion, 1844, published by A. F. Cunningham and Theophilus Fisk; 1845, Cunningham alone published. The new series, March 23, 1847, began with D. D. Fiske publisher for the proprietor, 1847-48.

The Daily Globe, 1853, published by Law, Badger & Company.

The New Era Daily, conducted by A. E. Cunningham 1845-47; tri-weekly 1846.

The Daily Pilot, 1850, published by John S. Cunningham & Company.

The Daily Transcript, 1853, established by D. D. Fiske.

The Democrat, 1853, Henry E. Orr, editor.

The Daily Enterprise, established in 1873, by John W. H. Porter, editor and proprietor, succeeded by *Enterprise Times*—Porter and Wilcox, proprietors; Julius H. Wilcox purchased it in 1889, and changed name to *Progress*.

Portsmouth Daily Times, James B. Campbell, editor and proprietor, sold to Times Publishing Company,—W. B. Wilder, manager; William H. Stewart, editor; Mrs. Fanny M. Downing, associate editor.

Tidewater Times (weekly). Afterward Dr. J. M. Blanton was editor of both *Daily* and *Weekly Times*. The Times Publishing Company sold them to Julius H. Wilcox, who consolidated them with the *Enterprise*.

The Evening News was established by Judge Chandler W. Hill in 1883.

The Record was established in 1884, Col. K. R. Griffin, editor.

The Evening Times was published by

Whitson and Griffin a short while. *The Portsmouth Daily Times*, *Tidewater Times* and *Portsmouth Observer* in 1886, J. H. Wilcox, editor and proprietor; W. B. Wilder, business manager.

All of the above are out of existence.

Norfolk Virginian.—On the 21st of November, 1865, the first number of the *Norfolk Virginian* was issued. It was not born in halcyon days. Its life was no holiday. For many years it was battling for the cause of good government and the recognition of the political equality of the South in the Union. It labored for the material prosperity of Virginia and the commercial advancement of Norfolk. These great objects it witnessed secured. It witnessed the South, a conquered province, parceled out in districts and presided over by military chiefs. It saw it burthened by a throng of adventurers, whose only object was to fatten upon the wants of an afflicted people. All these evils it has witnessed swept away, and the States of the South once again equal in a confederacy of States, their capitals freed from the bivouac of Federal troops their legislative halls no longer echo in the challenge of the sentry or the tread of the corporal's guard, but peace and prosperity and home government secured, each State rapidly developing its vast wealth, so long permitted to remain dormant. It also watched and assisted in the material growth and prosperity of our common harbor, until Norfolk occupies a commanding position among the commercial cities of the country, with a brilliant future before it.

The publishers of the *Virginian* were G. A. Sykes & Company. Hon. A. M. Keiley, now judge of the Consular Court at Cairo, Egypt, was its first editor. His associate was Capt. James Barron Hope. Col. J. Richard Lewellen as the business manager. The prospectus set forth that "apart from the usual feature of journalism, we design that *The Virginian* should be especially devoted to the advancement of the prosperity of Norfolk and her sister city, and the large section of Virginia whose interests are common with them." A few months after the first issue Mr. Keiley and Captain Hope retired from the paper and Col. William E. Cameron, now ex-Governor of Virginia, succeeded them as editor. Later on, Colonel Lewellen purchased an interest in the paper. A month or so afterward a new company was formed, consisting of Col. J. R. Lewellen, Solomon Hodges, Edward H. Hodges, T. B. Ruffin and J. C. Adkisson, under the firm name of J. R. Lewellen & Company. In November, 1866, one year after the first number was issued, Colonel Lewellen withdrew in order to take charge of the *Norfolk Journal*. His interest was purchased by the remaining partners and the firm name was changed to S. Hodges & Company, with J. Marshall Hanna, as editor.

In January, 1867, the management of the paper was tendered to M. Glennan, Esq., and on the 17th of the month he entered upon the discharge of the duties of the position. After a service of a few months, Mr. Hanna retired from the editorship, and the position was offered to and accepted by Capt. James Barron Hope. In November, 1867, Mr. Glennan purchased an interest in the paper. On February 9, 1870, Solomon Hodges disposed of his interest to the other members of the company, and the firm name was changed to Glennan, Ruffin & Company. In the following year Edward H. Hodges, on account of failing health, sold his interest, and on December 14, 1872, Mr. Glennan purchased the interest of T. B. Ruffin, and the firm name was changed to Glennan & Adkisson.

On the 1st of October, 1873, Captain Hope retired from the editorship of *The Virginian* in order to found the *Landmark*. The lamented Capt. John Hampden Chamberlayne, one of the ablest and most brilliant journalists of the country, was selected to fill the vacancy. On the 11th of March, 1876, Captain Chamberlayne retired from the paper in order to commence the publication of his paper, *The State*, in Richmond. Capt. John S. Tucker, afterward mayor of Norfolk, was tendered

and accepted the editorship. On March 24, 1876, J. C. Adkisson disposed of his interest to Mr. Glennan, in consequence of which the latter became the sole owner of the paper.

On the 31st of March, 1880, Captain Tucker retired from the editorship, which department was afterward conducted by Mr. Glennan until his appointment as postmaster by President Cleveland on July 1, 1885, when the position of editor was tendered to and accepted by Capt. Henry E. Orr.

It will not be amiss to allude to the links which connect this journal with the history of the press of this and other States, furnishing as it did so many of those who had been associated with it, to edit and conduct and manage the departments of successful and enterprising journals. In Norfolk, it gave to the *Norfolk Landmark* Capt. James Barron Hope to edit and S. S. Nottingham, Jr., to manage it. To the *Ledger* it gave Col. J. R. Lewellen, its manager, Joseph G. Fiveash, and its local editor, T. B. Ruffin. Colonel Lewellen and Mr. Fiveash, previous to the establishment of the *Ledger,* were connected with the management of the *Norfolk Journal,* going to that paper from *The Virginian.* Colonel Lewellen afterward in connection with W. S. Copeland, of *The Virginian,* purchased the *Danville Register.* Mr. Copeland also assisted in the establishment of the *Petersburg Mail. The Norfolk Weekly Herald* is owned by W. S. Copes, who commenced his business life on *The Virginian. The Portsmouth Enterprise* was established by Porter & Concannon, who were previously connected with *The Virginian.* R. E. Glassett, who in 1866-67 was attached to this paper, was Portsmouth city editor of the *Landmark.* Julius H. Wilcox, the editor of the *Portsmouth Weekly Observer,* and afterward owner and editor of the *Portsmouth Times* and *Portsmouth Progress,* was for several years on *The Virginian's* staff. From *The Virginian,* ex-Governor Cameron was called to edit the *Petersburg Index* and afterward elected Governor of Virginia. To establish the *Richmond State,* John Hampden Chamberlayne resigned the editorship of *The Virginian,* and associated with him that brilliant journalist, "Brevity" Bennett, who was connected with *The Virginian* in its infancy. Maj. James F. Milligan, connected with so many papers, was in 1866-67 and '68 the active local editor of *The Virginian,* leaving it to assume the same position on the *Norfolk Journal.* Then, too, there were Henry S. Brooke and Alexander Bell, who commenced their journalistic careers as city editors of *The Virginian,* and who were afterward respectively associated with journals in New Mexico and New York. John W. H. Porter, the war historian of Norfolk county and founder and owner of the *Portsmouth Enterprise,* was for many years Portsmouth city editor of *The Virginian.*

NEWSPAPERS OF TODAY.

Virginian-Pilot.

On March 31, 1898, the *Norfolk Virginian* and the *Daily Pilot* (established in 1894) were consolidated and the *Virginian-Pilot* was the result of the union. A. H. Grandy, president of the Pilot Publishing Company, becoming the president, and the late M. Glennan, president of the Virginian Company, vice president of the Virginian and Pilot Publishing Company.

The present management of the *Virginian-Pilot* is as follows: A. H. Grandy, president, managing editor and business manager; W. S. Wilkinson, treasurer; L. D. Starke, Jr., secretary; R. E. Turner, superintendent and advertising manager.

The Public Ledger,

An afternoon daily paper, was established August 3, 1876. Walter A. Edwards and Joseph G. Fiveash are editors and proprietors. Richard H. Hamilton is city editor for Norfolk. John C. Niemeyer is city editor for Portsmouth.

The Norfolk Landmark

Is owned by the Landmark Publishing Company, S. S. Nottingham, manager. It was founded in 1873 by Capt. James Barron Hope, whose poems won for him the epithet "Virginia's Poet Laureate." *The Norfolk Journal*, which was established soon after the Confederate war was sold and merged into the *Landmark*.

The Norfolk Dispatch

Is a daily afternoon newspaper owned by the Norfolk Dispatch Publishing Company. Charles I. Stengle is president; H. T. Plummer, treasurer; H. T. Hurtt, secretary; and H. Morton Harper, business manager.

The Norfolk Herald

Is a weekly newspaper. William S. Copes is editor and proprietor.

The Norfolk Journal of Commerce,

W. Thompson Barron, editor, was established in September, 1887, and is published by the W. Thompson Barron Company. It is a reliable and accurate commercial journal.

The Cornucopia

Is a monthly exponent of the agricultural interests in Tidewater, Virginia, edited and published by A. Jeffers.

The Portsmouth Star,

An able exponent of the interests of the city of Portsmouth, was founded by Paul C. Trugien, on the 3rd day of September, 1893. He is a son of Dr. John W. H. Trugien, one of the hero martyrs of the yellow fever in 1855. Mr. Trugien continued as editor and proprietor until November, 1899, when a stock company was formed to enlarge the plant, with F. D. Gill, president, and Paul C. Trugien, secretary, treasurer and managing editor. The Portsmouth *Star* has been enlarged five times since its first publication and is one of the progressive papers of the State.

The Unionist.

This newspaper is the official organ of the Central Labor Union, and is published every week in the interest of organized union labor by the Unionist Publishing Company, at Norfolk, Virginia. William A. Davis is business manager.

Norfolk County Democrat.

Published weekly at Berkley, Virginia.

The Norfolk County Times.

Published weekly at Pinner's Point, Norfolk County, Virginia.

CHAPTER XIX

THE PORT AND RAILROAD AND WATER COMMUNICATIONS

GREAT EXTENT OF WATER FRONT—REASONS FOR THE COMMERCIAL ADVANTAGES OF THE PORT—INLAND WATER ROUTES—RAILROAD LINES—THE CLIMATE—STEAMSHIP LINES—COMPARATIVE STATISTICS ON EXPORTS AND IMPORTS, SHIPPING, REAL ESTATE TRANSFERS AND COAL SHIPMENTS—THE VIRGINIA PILOTS.

For much of the descriptive and statistical matter in this chapter, relating to the port, we are indebted to the *Virginian-Pilot*.

The greater port of the cities of Hampton Roads,—so closely connected by suburban residence sections tributary to each and by electric railway and ferry steamers as to be practically now, what in the near future they inevitably must become, one commercial metropolis,—consists of the cape anchorage inside Capes Henry and Charles, Hampton Roads as a whole and the mouths of the Elizabeth, Nansemond and James rivers, with almost the entire Elizabeth River and its three branches, a stretch of water frontage,—on Chesapeake Bay of some 18 to 20 miles, on Hampton Roads of about 40 miles and on the three river mouths and the Elizabeth and its branches of fully 30 miles, or a grand total of 85 to 90 miles,—the water front of a small kingdom.

Lest the reader should imagine that the long bow is being drawn or that stories for marines are being told, or "folk'sle yarns spun," it may be pertinent to say that in the stormy season when easterly gales are blowing it is not uncommon to see from Cape Henry to Back Bay and from the shipyard on the James to the locks at Gilmerton on the Southern Branch of the Elizabeth, lying at anchor behind the bluffs of the capes, off the shoals of Ocean View, in Back Bay, in Hampton Roads and the mouths of the rivers mentioned, besides those on anchorage in inner harbor and at wharves and docks and piers, as many as 400 to 500 vessels, the majority of which are from Norfolk, Portsmouth, Newport News and Hampton; the remainder being those put in for refuge to the most secure harbor and the one providing the most advantages on the Atlantic Coast and excelled in but few of those advantages by any other, and in all of them together by none in the world.

Of these points the dominant and most valuable is undoubtedly the inner harbor of Norfolk and Portsmouth, for many reasons which will be treated more in detail further in this article, but may here be briefly summarized as follows:

(1). A climate which rarely falls to freezing weather, and therefore gives an open harbor for 12 months in the year.

(2). A geographical and topographical position which removes it from the beaten track of heavy storms from every direction.

(3). A geographical location which makes it the natural center for European import and export on the Atlantic Coast.

(4). A depth of water sufficient to float the largest class of vessels afloat in the world's commerce.

(5). The natural and only outport for the finest steaming coal in the world.

(6). The logical outport of the greater bulk of Southern lumber, iron, cotton, tobacco and corn.

(7). Its contiguity to the sources of shipbuilder's supplies, repair stock and naval stores is unsurpassed.

(8). It is the key to the system of inland navigation of the coast and a headquarters for the mosquito fleet.

(9). Its commanding position forces a recognition by the government as a great naval base.

These are the principal natural reasons, though there are others which in this story it is intended to bring out. How well or how ill success attends the efforts made, the facts themselves are apparent to any who will calmly investigate and personally examine this port.

Of the artificial reasons only a few need be mentioned here. These are principally:

(1). The seeking of the cheapest route for the import and export trade of the country by railroad and steamship lines.

(2). The gradual acceptance of Pocahontas coal as the premium steam coal of the world and the putting of Norfolk on the coaling-station tables of all lines coming within reasonable distance of this port, outward or homeward bound.

(3). The attraction for vast sums of money in investment offered by this still but partially developed section, in electric and steam railways, manufacturing industries and rapid awakening of the people to a sense of their opportunities and the taking advantage of them.

Let us take a look at the port of Norfolk, Portsmouth, Berkley, or if you will that of the greater port of Hampton Roads, geographically, topographically and meteorologically:

Almost midway between Maine and Florida, and directly opposite the entrance to the Mediterranean Sea, 100 miles north of Cape Hatteras,—the storm breeder of the Southern Atlantic,—Hampton Roads lies, an inland sea, and the entrance to the three rivers, famed historically, scientifically and romantically.

Crossing the upper and weaker flow of the Gulf Stream, the European vessel strikes the Arctic current and follows naturally on its narrowing current to the mouth of the Chesapeake. If in spring or summer or fall, its cool current is a pleasant voyage-mate and the port stops short of the enervating heat of the semi-tropics. If in winter, the same traffic follows the western edge of the great ocean river, and and is but a few hours from freedom from ice and snow until it reaches haven here, without encountering the perils of the Hatteras passage.

South of New York the port has no great natural rival, for Philadelphia and Baltimore are both inland cities and, until the short cut canals are built to connect them with the sea, must remain so, besides which even the construction of those canals will not prevent their harbors from freezing or the winter storms from hindering outdoor employment,—a condition from which Norfolk is singularly free.

To the south, this port has no rival until Savannah and Charleston are reached and between her and them stretches Hatteras and Frying Pan Shoals, two notable ship graveyards.

Again, the great cold waves that sweep down from the Dakotas rarely reach as far south as Hampton Roads and even if they come are robbed of their strength by the

mountain ridges, separated by valleys opening to the south, they must traverse.

So arranged by nature are the passes through the mountains separating from the Eastern Coast the broad and fertile West, and in such direction trend the valleys leading coastward that it is as if the Divine Architect stood at the passes and said to the West, "There where the waters mingle as in the palm of a mighty hand stretching inland from the sea, there shall ye find readiest outlet and there shall ye find the fleets of the world awaiting you and thence shall ye bring back the golden store of those who wait your fruits and your harvests."

And in and around those giant passes through the mountains; in the valleys, along the ridges and on the heights the richest mines of utilitarian wealth have lain buried as if but waiting the travel that was bound to come and that has come and is coming, with wood and steel and steam to meet the ocean tide of wood and steel and steam waiting at this port to greet it.

When in 1607 the first English vessel sailed into the broad mouth of Chesapeake Bay and cast anchor in the shadow of Cape Henry's huge sand dunes, to the voyagers that lined her bulwarks and stood upon her curious high-peaked forecastle and poop deck, the shores wooded to the beach, must have furnished a view as soothing in its sunny, laughing charm as the stern ice-bound shores of Massachusetts Bay did in 1620 to the hunted colonists of the "Mayflower," a secure one.

But the canoe of the red men preceded both over the local water courses and on each the canoe, in modified form, is still known.

Steadily the size in tonnage displacement has grown from the advent of that first ship with the white sails till now the craft that anchored under Cape Henry's friendly shelter in 1607 could easily be stowed forward on some of the big liners that anchor in nearly the same spot, without danger or discomfort. Then as now the next flight of sail was for pushing on to Old Point Comfort and thence to Hampton Roads.

Then wooded beach, swamp and ridge covered the expanse from the Elizabeth to Cape Henry. Now——!

The beach has given way to wharf and dock and pier, and each year sees the metamorphosis grow; new docks and wharves are built and others projected, until today as far as Willoughby Spit the water-front is held with the idea of its soon being needed for further commercial development, and even the bay front, down as far as the cape, has the eye of the speculator upon it and is even now not beyond the hearing of axe, adze, saw and hammer, telling of the march of a great city.

Norfolk's exact position may be stated briefly as follows: It lies in Latitude 36 degrees, 51 minutes north, Longitude 76 degrees, 17 minutes west from Greenwich. On one side is the Chesapeake Bay, on the other the Elizabeth River and Hampton Roads, while at her back is the Atlantic Ocean. The city rests at the confluence of the Eastern, Southern and Western branches of the Elizabeth River, about eight miles from Hampton Roads and 23 miles from Capes Henry and Charles, on the Atlantic Coast. The altitude ranges from 10 to 20 feet above the average high-water mark. The river's channel is between 1,000 and 1,200 feet wide at the city.

But Norfolk is connected by electric railway and ferry,—as New York is with Brooklyn and Hoboken, and Boston with East Boston and Chelsea,—with Portsmouth, Berkley, Newport News, Hampton and Old Point, so that the greater port also should be described and its size appreciated:

The size of the Roads is as follows: From the Rip-Raps on the east to Ragged Island or Barrel Point on the west is fully 10 miles, while the average width is between five and six miles. So Hampton Roads embraces an area of 50 to 60 square miles, or nearly 40,000 acres, and is 50 feet deep.

So well protected is this basin from the

storms that lash and beat old ocean into fury, that on the approach of such storms all vessels out in the bay or beyond the capes make haste to pass through the gate that leads into the haven of security, and there abide until the sea has quieted.

This immense body of water, in the coldest of weather, never suffers from ice, and thus it remains open from the beginning to the end of the year.

The Elizabeth River, which forms the inner harbor of Norfolk, Portsmouth and Berkley, is 8,400 feet wide at its mouth on the Roads, with a minimum depth of 28 feet from the Roads to the Navy Yard, on the Southern Branch, to the Norfolk & Western bridge, on the Eastern Branch, and to the New York, Philadelphia & Norfolk terminus, on the Western Branch. It is nearly a mile wide at the junction of the Eastern and Southern branches, between the cities of Norfolk and Portsmouth and opposite Berkley, and is at its narrowest part 1,000 feet, while the branches are from 1,000 to 2,200 feet wide, and its depth is such that the largest and deepest draught freighters in the world have no trouble in navigating it, the "Maroa," "Samoa," "Pinedene" and other like steamships loading at will on the Eastern Branch and steaming from there to sea. The area for deep anchorage is fully 1,000 acres, and this is constantly being increased, and of late the sight of 100 to 150 vessels, steamers, schooners and huge coal barges, lying at anchor in this harbor, has been nothing unusual, while the sea room for small craft is practically unlimited.

Another thing in physical formation which gives the mariner pleasure is the fact that Norfolk harbor has no bar to hinder entrance from the sea. The harbor entrance is from the northwest, the only one on the Southern Atlantic Coast, and inasmuch as it opens in the opposite direction from the southwestern subtropic cyclones, it is best protected.

The river affords about 30 miles of wharf front and when the large creeks which make into the city territory from the channel shall have been dredged out and made available, this area will be practically doubled.

In speaking of the city territory thus it is but fair to state that the corporate limits of the city are not intended to be understood as the boundary, for, though Smith Creek is now the only one of size that thus impinges, yet in the future development, already assured by continuously built up territory, Ohio Creek, Tanner's Creek, Bush and Mason Creeks are within the already pre-empted lines of the next enlargement, and the rapid stride during the past five years proves conclusively by its direction that the next five will see the actual boundaries marked by the Chesapeake and Hampton Roads in addition to the Elizabeth River.

A brief survey of the location is here permissible.

The Chesapeake Bay, which has its base eight miles north of Norfolk, air-line, and is distant only 12 miles by water through the Elizabeth River and Hampton Roads, has been described by Commodore Maury as a "King's Chamber" in the bosom of Virginia which no belligerent may enter with other than good intent. It is 180 miles long and from 10 to 25 miles wide.

It is Virginia water, for it passes through her borders to the sea, and enters it between her own capes. Just between these capes, and under their shelter, lie Hampton Roads and Lynnhaven Bay—the "Spit Head" and the "Downs" of America.

To the south, all the seaport towns as far as the reefs of Florida have their harbors obstructed by bars, over which the larger vessels of commerce can never pass; and the extent of back country naturally tributary to them is, in comparison with that which is tributary to the seaport towns of Chesapeake Bay, very small. It does not extend beyond the drainage of these rivers.

The harbors that lie north of the Chesapeake are not only liable to obstructions by ice every winter, but their approaches are often

endangered by the fogs which prevail in their offings.

This noble sheet of water, with its spacious harbors, is large enough to accommodate shipping sufficient to afford transportation for all the products and merchandise of the West, were they a thousand-fold more abundant than they are; and it is the most convenient point on the entire coast for distributing them north and south along the Atlantic seaboard, or for sending them to markets beyond the sea.

The important rivers which empty into the Chesapeake are the Elizabeth, James, Potomac, Rappahannock, York, Nansemond and Patapsco.

Just south of Norfolk are three sounds. Formed by the banks enclosing them on the ocean side, they are securely land-locked; while shallow, they are broad and peaceful avenues of trade. They begin about 20 miles southeast in an air-line from Norfolk. The way into them is through the Southern Branch of the Elizabeth and the canals connecting them with this harbor.

In their order they are Currituck, the most northerly, then Albemarle, then Pamlico, this last the largest. Large rivers, navigable for many miles inland, empty into them; the Pasquotank, Perquimans and Chowan into Albemarle Sound; the Pamlico and Neuse into Pamlico Sound. There are numerous rapidly-growing cities upon these rivers,—Elizabeth City, Edenton, Washington, New Berne and Beaufort chief among them.

The "banks" which enclose these sounds begin just below the Virginia line. Stormy Cape Hatteras is on these banks and Cape Lookout is at their southern extremity. Roanoke Island, on which the very first Anglo-Saxon attempt at settlement in America,—23 years before Jamestown,—was made, is at the junction of Pamlico and Albemarle sounds.

INLAND WATER-ROUTES.

The port of Norfolk and Portsmouth is the center of a vast system of inland water-routes, extending from New York on the north to the southern part of North Carolina. The natural water-ways are so numerous and in such close proximity throughout this section that a series of artificial highways have been constructed connecting the bays, sounds and navigable streams along the Atlantic Coast, so as to make one complete and almost wholly land-locked passage from New York to Florida.

They make available to New York, Philadelphia, Baltimore and Norfolk, which lie directly on their line, over 1,800 miles of North Carolina river navigation.

These highways in their order, going south, are the Delaware & Raritan, the Chesapeake & Delaware, the Albemarle & Chesapeake, the New Berne & Beaufort, the last two the property of the Albemarle & Chesapeake Canal Company, of Norfolk, and the Dismal Swamp Canal, the property of the Lake Drummond Canal & Water Company. This latter canal has the past year been reopened as a ship canal, having been deepened to accommodate vessels of eight feet draught, and when its approaches shall have been dredged to proper depth will pass vessels of 10 feet, thus making not only a valuable feeder to Norfolk's commerce but a line of strategic value in coast defense, admitting of any of the smaller vessels of the navy passing as far south as Charleston, South Carolina, without danger.

The Albemarle & Chesapeake Canal, connecting with Albemarle Sound, and the Dismal Swamp Canal, each reaching from the Southern Branch of the Elizabeth River, the latter to a more western point on the same sound, thus offer a double opportunity for the mosquito fleet of the navy to protect the coast line and make Norfolk the strongest strategic point on the coast south of New York and equal to, if not surpassing, even the Empire City, for with Norfolk and its fortified environs intact, the National Capital, Baltimore, Richmond and Annapolis are secure, while no city at the south along the inland water-way but might be strengthened almost at a day's notice from this point.

By means of these canals light draft steamers bound for Charleston, Savannah, Florida and the West Indies, yachts and other small craft, can avoid the worst perils of old ocean, especially those of storm-beaten Hatteras.

Following are the dimensions of these canals: Delaware & Raritan, 43 miles long, locks 220 by 24 by 9; Chesapeake & Delaware, 14 miles, locks 220 by 24 by 9; Albemarle & Chesapeake, 14 miles, locks 220 by 40 by 27; New Berne & Beaufort, three miles, no locks.

These canals connect such important bodies of water as Delaware Bay, Chesapeake Bay, Currituck Sound, Albemarle Sound and Pamlico Sound, and the innumerable tributaries of these bays and sounds, penetrating every county in the rich and fertile tidewater sections of six States. Thus a great inland shipping business is carried on by hundreds of vessels and sailing craft of every description that could not go to sea or stand the storms of Hatteras.

No other Southern city, except New Orleans, with its great river business, at all approaches Norfolk in the magnitude and variety of its coastwise traffic and inland boating trade. There are a dozen or more steamboat lines which ply regularly between Norfolk and the cities and towns in every direction connected by these inland water-routes, and the aggregate of this local shipping business is enormous.

The Elizabeth River divides at Norfolk into two branches, which are known as the Eastern and Southern, both of which are navigable streams. The Southern Branch, as has been shown, affords the means of approach to the Albemarle & Chesapeake and the Dismal Swamp canals, which penetrate Eastern North Carolina, and thus sail and steam vessels are permitted to enter that section of country. On the left of this stream lies Berkley, and on the right Portsmouth. Just above Portsmouth, on this branch or arm of the Elizabeth, is the United States Navy Yard, to which the largest ships of the navy can approach.

The Eastern Branch gives access to the fertile lands of Princess Anne County, and during the trucking season the stream is covered with small craft loaded with the products of the soil and of the waters, bound to this and other markets. Norfolk is on the left of this branch and Berkley on the right.

Just below Portsmouth the Western Branch makes into the river. This branch penetrates another rich trucking section and is navigable for all manner of small craft. In addition to the main branches of the river innumerable creeks, some of them very imposing bodies of water, stretch their arms around the cities on the harbor and into the fertile trucking sections, and form a pathway for sailing craft and vessels of every description to the wharves of our great transportation lines along our river front.

The fact is, there are nearly 1,500,000 acres of salt water here directly tributary to this port, much of which area is paved with oysters, and all these waters are literally filled with bountiful supplies of fish and crabs. It was on the banks of these beautiful waters that the Indians had their homes and hunting grounds,—the finest in the world.

With nearly or quite 100 miles of deep-water frontage capable of allowing the largest freight, passenger and naval vessels of the world to lie at dock or wharf along and within the port warden's line, it would be but natural that this greater port of Hampton Roads and its sub-ports of Norfolk and Portsmouth and Newport News, should be the Mecca of foreign, coastwise and inland trade. The natural law is the easier to follow. How is it proven?

Half way between Maine and Florida, between the white pine, spruce, hemlock, white birch, maple, oak, tamarack, ash, chestnut, hickory, elm, butternut and other North-temperate growths of lumber and the palm, orange, long-leaf pine, blue gum, palmetto, lancewood, black walnut and other semi-tropical timber, and on the line of the Southern pine, cypress, juniper, live oak, of the Southern temperate zone, the natural meeting point for contribution and distribution is Norfolk—

and lumber is one of the greatest industries of the port, both in its coastwise and foreign trade.

Half way between Europe and South America on a line bisecting the distance between Norway and Cape Town, it would need but an unlimited supply of superior coal to make it the greatest coaling port of the Atlantic Coast for long-voyage steamships, and even greater as a cargo station for the world's shipping supply. Is it? It has the only outport of the Pocahontas Flat Top coal fields' unlimited and unsurpassed—ay, unequaled—steam coal, and the nations of the world are sending here for coal. It is nearer to Europe in a direct line than any other cotton port, and the world's wearing staple is one of the port's great shipping industries. And so one might go on almost indefinitely, but enough at present. Having seen from its geographical position its relation to the rest of the world, a glance at its position in relation to the interior of the United States should be taken, and to do this an excellent idea has been given:

Take a map of the United States, stick a pin at Norfolk, another at New York, and a third at New Orleans. Let the arc of the circle, of which Norfolk is the center, cut New York and vice versa; stick a pin where these arcs intersect. Now divide the distance on a straight line between Norfolk and New York, and through that point and the intersection draw a straight line from southeast to northwest. You have then the northern boundary of Norfolk's natural freight and the traffic territory approximately.

With New Orleans as the center, draw an arc of a circle cutting Tampa on the west coast of Florida, and it will be found to cut the Mississippi half way between Cairo and St. Louis. From this point draw a straight line to Tampa and an intersecting line from Norfolk to New Orleans, which will bisect this line near Montgomery, Alabama. This latter line gives the southeastern and the line it bisects the southwestern boundary of Norfolk's contributing territory; a line due west from Cairo will give the southern boundary in the West, and the frozen North and the Rocky Mountains will furnish the western and northern boundaries. This is pre-eminently her own territory, as transportation rates and distances in direct line give her the preference for export trade over all competitors.

In all this territory (and it is a big one,—1,000 by 2,000 miles, roughly stated), Norfolk is the nearest Atlantic port and natural export base. But much that is outside this territory naturally drifts in her direction, and even the Pacific Coast sends its products for transportation to Europe via Norfolk.

Let us see by what means all these varied products of the fields, the forests, the mines, the manufactories and the shops are centered at this port for export, and how the imports are redistributed. How the carrying trade is accomplished, and what comprises Norfolk's greatest proof of present greatness and promise of future predominance.

RAILROAD LINES.

At Norfolk center fourteen railway systems, steam and electric, some of old growth and far-extended ramifications and connecnections; others of later date, and only rapidly pushing out their feeders to new territory and new alliances. Norfolk is the center from which they radiate, and as the sun's widely diffused rays draw toward a common center, so these radiating lines of steel draw commerce and trade to this city.

It would be difficult, even if one wished to make comparison, to say which of these lines is greatest and which least. All in their various ways benefit the city. These lines are—to commence at the northeast and name them in rotation from north to west—the New York, Philadelphia & Norfolk; the Chesapeake & Ohio; the Newport News, Pig Point & Norfolk (begun); the Southern; the Atlantic Coast Line; the Norfolk & Carolina; the Seaboard Air Line; the Norfolk & Southern; the Norfolk & Western; the Norfolk, Sewell's

Point & Hampton; the Chesapeake Transit Line (projected); the Belt Line Railroad, and the Norfolk, Ocean View, Willoughby Spit & Old Point railroads and railways.

The territory covered by these various lines of steel will give an idea of their value to Norfolk. Take them again in rotation, but commence at the reverse end.

The Norfolk, Ocean View, Willoughby Spit & Old Point railway is an electric road of standard gauge, running, as its name shows, from Norfolk through a fine trucking and suburban residence section to that Coney Island of Virginia,—Ocean View,—and thence through a seaside residence and club section; through the national reservation for the fortified protection of the coast from Cape Henry to Old Point, thence through Willoughby Spit, the finest of all sea-coast summer residence sections in America, between the wonderful fishing grounds of Chesapeake Bay, Little Bay and Hampton Roads, the most notable watering place and the oldest of America. Here it connects with all bay steamers, with the Chesapeake & Ohio Railway, and with the Hampton & Newport News electric road.

This is the road at present. It will, however, naturally be continued south to Lynnhaven Bay, or further to Cape Henry. Being of standard gauge and connected by switch with the Norfolk & Western Railway, its products are easily transported to all parts of the continent, and through its connection with the Norfolk street railway, it has become the popular resort for a day's outing to city pleasure seekers.

The Norfolk, Sewell's Point & Hampton is another electric road now almost completed and running a double track from Norfolk's City Hall avenue to the northward cut through the suburbs and through a stretch of wonderfully fertile trucking country to Sewell's Point, one of the oldest and most beautiful of Hampton Roads summer resorts, and thence by ferry to Hampton, where it will connect with the electric roads fast encircling this great inner basin and eventually ascend the James and York rivers to the new and old capitals of the State.

The Norfolk & Southern Railroad connects Norfolk by a road 18 miles long with the most famous Atlantic Ocean all-the-year-round resort,—Virginia Beach,—running through rich farm lands, studded with little stations, each of which is fast growing to a suburban residence section.

At Kempsville a branch road starts, which runs for some 25 or 30 miles to deep water on Currituck Sound, tapping the great ducking and fishing grounds of North Carolina, and by its connection with the Norfolk & Western terminal track furnishing a through outlet for this immense traffic.

Another terminus of this road is on the Southern Branch of the Elizabeth and runs to Edenton and Elizabeth City, tapping the great truck and fish section of Eastern, North and South Carolina. It connects with innumerable steamer lines running in the sound and rivers of this section, thus furnishing an outlet for all this business.

The Norfolk & Western Railway runs form Norfolk to Roanoke, Bristol, Lynchburg, Richmond, Petersburg and Radford. It connects at Norton with the Louisville & Nashville, at Kenova it crosses to Portsmouth, Ohio, where it connects with the Cincinnati & Columbus, and at the latter place with the Ohio, Cincinnati & St. Louis, and thence with Chicago and the West. From Bristol it connects with the Tennessee, Virginia & Georgia, and at Lynchburg with various other lines running south. Through the Louisville & Nashville important western connections are made. This road taps the great grazing and farming country of Western Virginia, North Carolina, Eastern Tennessee, Kentucky and the Lake and Central States, the coal and mining region of the backbone of the East, the grain fields of the West and the cotton and lumber regions of the South; iron, steel,

coke, tobacco and other valuable products are also brought here in great quantities by this road.

The Seaboard Air Line connects Norfolk and Portsmouth via Atlanta with Jacksonville, Florida, and Havana, Cuba. Through Central North and South Carolina and Georgia it takes its way, through the cotton and tobacco belt, and via Atlanta connects with Pensacola, New Orleans, Memphis, Chattanooga, Nashville, and via Macon with Savannah and all of Florida's principal cities. At New Orleans it connects with the Southern Pacific and Texas Pacific, thus reaching Southern California and San Francisco, whence it runs, as occasion demands, solid through trains to Norfolk and Portsmouth. A branch from Monroe runs to the heart of the Alleghanies in "The Land of the Sky," as Western North Carolina is appropriately termed. Branches also connect it with Wilmington and Charleston on the Southern Atlantic Coast, with Raleigh via Weldon and with Richmond via Ridgeway, and soon it will reach Washington and the North, while from Boykin's a branch to Lewiston, North Carolina, connects with the sound section and various other spurs make the whole Southern field open to its trade. The iron mills of Alabama and Georgia, the health resorts of the latter State and the Carolinas, and the wonderfully productive sections of Mississippi, Louisiana and Texas are also contributory. This road is still young, but, like a young giant, it grows with rapid stride, and each year finds it more a power and a benefit, thanks to the policy followed by its management.

The Norfolk & Carolina Railroad is the Atlantic Coast Line's feeder from Norfolk and Portsmouth, and its outlet to deep water. The road has grown from a small lumber road to be of considerable consequence, and now reaches a field of export and import commensurate with its opportunity. The lumber regions of the Tar, Roanoke and other North Carolina rivers are reached by it, and the cotton, peanut and truck sections traversed by it are very rich. The road is prosperous and well run.

The Atlantic Coast Line has its Norfolk terminus at Pinner's Point, along with the Southern Railway and the Norfolk & Carolina, which road picked this spot in the "eighties." Of this main line may be said:

The 15 Southern roads that make up what is known as the Atlantic Coast Line system, with an aggregate of 1,216 miles, traverse a region that is infinitely rich in undeveloped and partly developed resources, agricultural and industrial. The territory of this system extends from Norfolk and Portsmouth on the north to Charleston, Columbia, Orangeburg and Denmark, South Carolina, on the south, the main line and its widely ramifying branches reaching into almost every part of this area.

The agricultural products of this region have a wide range in point of variety, comprising cotton, corn, tobacco, wheat, oats, rye, broom corn, sweet and Irish potatoes, peaches, pears, figs, grapes, and almost every fruit and vegetable that will grow out of the tropics. Almost the whole region is underlaid with marl, a very valuable fertilizing material. Cotton is grown in every part of this area, though more largely in North and South Carolina than in Virginia. In much of this territory peanuts are extensively grown and make a profitable crop. Clover and other cultivated grains do well. Broom corn is grown to some extent. Sweet potatoes make one of the most profitable crops of this region. Tobacco is one of the important crops of this section, but it is not grown over the whole area. Rice is, of course, a staple, and one of the most important crops of the southern part of this section. Corn is the staple crop in all this area. There is no other product of the soil so manifestly at home in this section as the grape, and nowhere else can this fruit be more easily and more advantageously cultivated. Many varieties grow wild, yielding in utmost profusion,—not the small, sour grapes that grow wild in the North,—but rich, luscious fruit. Grape cul-

ture and wine making have come to be important and profitable industries. Asparagus, strawberries and truck of all kinds are grown in this region. The area under consideration is also rich in the variety and the extent of its forest growth.

The railroads of this region, as well as the landowners and the people generally, are thoroughly aroused on the subject of immigration. They do not want any pauper immigration, but they do want thrifty and reputable farmers to come in and utilize the resources that are lying waste. They realize the great benefits to the whole section that would accompany a large increase in population.

The great Southern Railway has, in connection with the Atlantic Coast Line and the Norfolk & Carolina road, its terminal at Pinner's Point, and the tremendous plant here located is worthy a special story of itself. The Southern has wide ramifications and is connected with every road worthy the name in the South. Nearly all of this the Southern had before it came to this port, but the port was necessary, as the Southern had no great deep-water terminus, and to keep pace with the time must have one. In looking over the coast line the very natural selection fell here, and the great plant of miles of shifting track, immense warehouses and other necessary adjuncts of a port terminal were built.

Let us see what it brought Norfolk and Portsmouth: A through line to Atlanta but a few miles (generally less than 100) further inland than the Seaboard Air Line, and beyond the Gate City to Brunswick, Georgia, and as far south as Palatka, Florida. Again, its great ramifications connect Norfolk and Portsmouth with a network of roads bearing the Southern's stamp of the broad-arrow cut "S" in the richest sections of Kentucky, Tennessee, Mississippi, Alabama, Georgia and North and South Carolina. As a result, it pours into its warehouses at Pinner's Point tobacco, cotton, lumber, pitch, turpentine, lime, dye stuff, copper bars, pig iron, steel and a thousand and one products of Southern fields, forests, mountains and streams. Nearly 6,000 miles of railroad through this system directly contribute to Norfolk's greatness, and through its connections probably 30,000 miles more are made tributary to this port. By this road also the Southwestern passenger traffic to the near-by seaside resorts of Norfolk is largely increased, the public promptly availing itself of the chance of reaching this favored section.

The Atlantic & Danville branch of this road, recently secured, connects Norfolk and Portsmouth with Danville and the wonderful copper mines of Northern North Carolina. It runs through the rich lumber and tobacco belt of Southern Virginia and Northern North Carolina, and three things (principally) have made this section of the road,—tobacco, lumber and passengers. The variety and value of the lumber is very great, and to get an idea of the tobacco traffic it is only necessary to visit Pinner's Point, where there are rarely less than 1,000 hogsheads in warehouses for shipment, though steamers are daily lading them as part cargo for Europe; or to simply state the fact that the loose tobacco handled on the Danville market is only second in amount and generally first in value of any city in America or the world. Cotton, leather and other products, raw and manufactured, contribute not a little to the total shipments to Norfolk and Portsmouth. The Atlantic & Danville makes tributary all the section from Lynchburg, Virginia, to Goldsboro, North Carolina, and at Danville connects with the Southern Railway, thus drawing to its section and eventually to Norfolk and Portsmouth the products of sections further south.

The Chesapeake & Ohio Railway has its principal terminal in Newport News, but also a distinct Norfolk terminal, where its local business is handled, as does also the New York, Philadelphia & Norfolk, whose main freight terminals are at Cape Charles City, across Chesapeake Bay, and at Port Norfolk, across this harbor (Norfolk's) and at the

gateway of the Belt Line, of which railway the Chesapeake & Ohio is also a contributing member.

The Chesapeake & Ohio Railway taps the great West and Northwest, the centers of grain, hay, oats, wheat and other farm products, packing-house products, meat products, dairy products, cattle, hogs, horses, Western manufactures, etc., and their immense warehouses here and at the mouth of the James River supply cargoes for several fleets of steamers constantly running.

The New York, Philadelphia & Norfolk Railroad runs from Norfolk to Philadelphia, connecting there with the Pennsylvania system and through it with great Northern roads, furnishing a territory for Norfolk products and bringing to Norfolk the manufactures of the North for distribution to other points south.

Its enormous warehouses at Port Norfolk are a credit to any railway system and its fleet of car-floats, tugs, barges, house-barges and steamers of deep red are an excellent foil in number and color to the like fleets of deep yellow floated by the Chesapeake & Ohio.

The extent to which the Western business cuts a figure with the railroads of the South may be realized when it is known that at most important Southern centers freight from the West has three times the tonnage of frieght from the East, and this is not all, or even half, made up of grain, hay and hog products, as most people think. The miscellaneous freight, other than these items, and not including iron and steel, about equals the miscellaneous freight from the East. The proportion of Western tonnage to Eastern is steadily increasing here.

The Chesapeake Transit Company, another projected electric railway, expects to run from Cape Henry to Norfolk and connect to the southeastward with Virginia Beach and the Chautauqua Assembly Grounds, while at Norfolk it will make connection with the numerous ramifying lines running to other growing suburbs and watering places.

The Newport News, Pig Point & Norfolk Railway is, it is understood, already begun, and when completed will run a ferry from Newport News to Pig Point, at the mouth of the Nansemond River, then an electric railway across the wonderfully productive Western Branch trucking section and via Port Norfolk to Portsmouth and via ferry to Norfolk. It will complete the belting of the port with steel and steam.

These, with the Belt Line, are the railway systems Norfolk and Portsmouth present as port adjuncts.

The great railroads of the country are centering here, the business of the country looks toward this port and the rails are lengthening into the sunset West, the auroraed North and the land of the Southern Cross, their center and hope being Norfolk and Portsmouth.

The times are ripe for Norfolk and Portsmouth to become the railroad metropolis of the country, and if relations are properly cultivated with the capital looking for investment, they will be this and more. But there must be unity and hard and unremitting work. The result will surprise the most sanguine.

One by one the great railway systems have recognized the vast opportunities and natural advantages of Norfolk and Portsmouth as a distributing point, and have not been slow in securing a right of way to our doors, and each new addition to our rolling stock has rendered it more imperative that others follow their example, and those already here have found it necessary to enlarge their terminal facilities to accommodate their rapidly developing traffic. Steamship and steamboat lines caught the fever, and immense warehouses and wharf properties have sprung into existence, as if by magic, to facilitate the handling of freight and accommodate the increased demand.

The result has been the rapid development of the business interests of Norfolk and Portsmouth in every line, the establishment of direct lines to Europe and the vast improvement in our coastwise and local transportation.

In view of the fact that Norfolk and Ports-

mouth are now the terminus of numerous great railway systems placing them in direct and easy communication with every part of our great country, that through their innumerable steamship and steamboat lines and sailing vessels which connect here with every point in Tidewater Virginia and North Carolina, as well as every important city on the Atlantic Coast and in Europe, it is not strange that Norfolk and Portsmouth are fast gaining a world-wide reputation as a distributing point for the products of manufacture and agriculture.

Particular notice should be made of the Belt Line for numerous reasons, and the first of these is, that while it has no terminal apparent it has in reality as many as there are railroads terminating in this port. It begins in the middle of the Norfolk & Carolina track and ends in the middle of the Norfolk & Western. It is but six miles in actual length, but unites tens of thousands of miles of railways reaching every section of the country. It is not a passenger thoroughfare, but a freight distributor, yet the private coaches of some of the biggest railway magnates in the land pass over it. It is continued by the New York, Philadelphia & Norfolk at the one end and the Norfolk & Western at the other, and thus forms a link in the semicircle of steel and steam from Port Norfolk or Pinner's Point to Lambert's Point or Willoughby Spit. It is the gatherer and distributor of freights for all the roads, one to the other, and has yet a distinct and separate business of its own. Its own equipment is small and is rarely seen on other roads, yet the rolling stock equipment of nearly every other road in the country is to be seen on its tracks. I would not dare say it owned a single freight car, yet probably fully 250 freight cars are hauled over its tracks every working day of the calendar year. At present it is a single-track road but six miles in length, still even now its side tracks, spurs and switches nearly equal its length, and with the continuation of the rapid development of industrial plants along its territory another year,—for the road is yet an infant in years,—will see those same branches and spurs multiplied fourfold.

Another curious thing about the road is that while it has fixed charges and does a thriving, rapidly increasing and valuable business, the greater part of its revenue comes from the railroads of which it is the connecting link and not from the individual or industry, the road being to each railroad a toll-bridge extending that road to the firm or factory it desires to reach, situated on the neutral territory of the Belt Line's circuit, for which extension of its rails the road so accommodated pays.

Seven great railways form the stock company owning the belt, two of which form its entrance way and debouchment, and one of the owners must pay the right-of-way charges to the one of the other six to get its cars to the coveted tracks. This, however, will eventually bring about the extension of the belt along the Norfolk & Western tracks direct to Norfolk and possibly through the city.

The Belt Line was long worked for, hoped for and prayed for before it came, and it is chiefly due to the pertinacity of a few men, who early saw its need and the advantages it offered, that it is now here. Several roads at various times were prevailed upon to look at the idea with favorable eyes, but none of them was able to force the situation and take advantage of public sentiment, which was sporadic and intermittent, and the railroads' interest at the same moment until 1897, when the right men in railroad, public and press circles were at one and the same time located and the matter was simple and easy.

The right of way was secured, the road organized, built and equipped, and September 1, 1898, was opened. There was no hurrah; no special train, banquet, speechmaking, etc. The road was ready; the road opened for business and the greatest transportation feat this port has ever known and the one which, perhaps,

had more of the future greatness of the port in it than any other one achievement in railroad enterprise here, was an established fact.

At first one small engine handled the 40 to 50 loaded and empty freight cars hauled over the track, shifted from one road to another or from factory and mill to the road-way billing the same. Now two big shifting engines of 90 tons each are necessary to handle the 150 loaded and 100 empties which it takes, three trains each way, per day, to haul.

To the unthinking person, who knew Norfolk and Portsmouth two decades ago, the development of transportation facilities to their present importance will seem like the realization of an "Arabian Nights'" dream. To the person of intellect, who can link cause and effect, they will seem merely like the working out of a single mathematical problem; the accomplishment of a result that is certain.

The transportation facilities of Norfolk and Portsmouth 20 years ago consisted of two short railway lines with a total of less than 500 miles of track. In less than a quarter of a century this little mileage increased until the railroads that now reach Norfolk and Portsmouth have a grand total of 11,739 miles and penetrate to every section of the country. These lines are all connected by the Belt Line that encircles the cities of Norfolk and Portsmouth and the town of Berkley.

That these great railroad systems have abundant faith in the great future of Norfolk and Portsmouth is evidenced by the substantial improvements that they have made and are making at this port. Within the past few years they have invested enormous amounts in lands and buildings. In their purchases they have wisely provided for the future by securing much greater areas than needed for the present and their wisdom has been proven by the large advancement in value since their purchase. The tendency still continues among the great railway systems to reach tidewater at this port, for destiny points to Norfolk and her sister city as the coming metropolis of the Southern Atlantic Coast.

The transportation facilities by water, both coastwise and foreign, have kept pace with the railroad development. In old days Norfolk and Portsmouth sent out many ships, and the white wings of her trading vessels traversed the pathways of commerce on many seas, but the coming of steam has changed the character of their fleet and multiplied their shipping.

Each year sees a gratifying addition to the sum total of the ships that go to and from this port and, in the steamships for passenger service, a notable improvement in their general appointments, so that now many of the passenger and freight steamships that ply between Norfolk and Portsmouth and other ports will compare favorably with any in America of foreign waters.

THE CLIMATE.

But to return a few moments to an original proposition of this article and expand it to plain view, as the railroad proposition has been spread before the reader, Norfolk County's climate and conditions are worthy deliberate and close scrutiny; such study will well repay the time taken in the glance, and explain one great reason for her attraction to business men.

The following tables and statements are carefully compiled and show plainly: First, the highest temperature recorded by the office of the United States Weather Bureau at Norfolk during the past 29 years; second, the lowest temperature during the same period; third, the temperature and rainfall; and fourth, some general averages deduced from these figures. The whole was skillfully compiled by J. J. Gray, observer at Norfolk, and his able associates.

The highest temperature ever recorded during each month was:

	Deg.
January 13, 1890	77
February 4, 1890	82
March 22, 1894	88
April 18, 1890	95

May 26, 1880	98
June 9, 1874	102
July 10, 1876	102
August 5, 1899	99
September 19, 1895	100
October 5, 1894	89
November 9, 1888	80
December 26, 1891	75

The lowest temperature ever recorded during each month was:

	Deg.
January 17, 1893	6
February 8, 1895	2
March 14, 1888	14
April 6, 1898	31
May 1, 1876	38
June 1, 1894	49
July 9, 1892	57
August 24, 1888	56
September 30, 1888	40
October 15, 1876	31
November 29, 1872	20
December 30, 1880	6

The highest temperature at Norfolk, Virginia, for a period of 29 years was 102 degrees, June 9, 1874, and July 10, 1876; the lowest was 2 degrees above zero, February 8, 1895.

The following table gives the average temperature and rainfall by months, at Norfolk, Virginia, deduced from observations covering a period of 29 years:

Month	Average Temperature degrees	Average Rainfall inches
January	41	3.60
February	42	5.55
March	47	4.54
April	57	4.01
May	66	4.47
June	75	4.33
July	78	6.00
August	77	5.80
September	72	4.25
October	61	3.86
November	51	2.98
December	43	3.60

Average annual temperature for Norfolk, 59 degrees.

Average annual rainfall for Norfolk, 52.99 inches.

The greatest rainfall in shortest duration of time was five inches in three hours and 45 minutes, August 14, 1898.

Summer rains are usually of short duration and heavy; winter rains are usually of much longer duration and light.

Rainfall is greatest in July and August; least in November, December and January.

STEAMSHIP LINES.

The route from St. Louis, Missouri, to Europe via Norfolk and Portsmouth is 300 miles shorter than the route via New York. This means a saving in freights. A little saving on small shipments, a big saving on big shipments.

In these days of close competition and narrow margins the matter of savings in freight charges is worthy of consideration. Norfolk's port charges are also light. Shippers should study the figures that show Norfolk's steadily increasing shipments.

In looking at the shipping of the port of Norfolk and Portsmouth as the center factor in the great development of this section, no claim is made that Norfolk has it all, as Newport News is a very considerable factor in shipping enterprises, but the greatest energy and greatest local benefit undoubtedly accrue to the inner harbor, and for that reason its statistics will be used as an indication of the whole.

STEAMSHIP LINES.

Norfolk has several foreign transportation lines at present, four of which are of large dimensions and control large fleets of self-owned and chartered steamships. These are the William Johnston & Company (Limited) Blue Cross Line, the North American Transport Line, the United States Shipping Company and Barber & Company. Besides these and but lately started are the Norfolk & West Indian Fruit & Steamship Company, Hudspath & Company and the Neptune Line, which seven lines sail an average of about eight steamships per week, many of them being of the largest size of freighters afloat. But one of these lines carries passengers, but the wedge

has found lodgment, and a year or two will probably see passenger lines established to several of the great foreign ports.

Beside these, the number of steamships, foreign, calling for bunker coal was very great and is rapidly on the increase, the number of steamers, foreign, clearing from this port during the past year being very nearly an average of two per day for every day in the year.

Among the prominent foreign ports reached by steamship from Norfolk are London, Liverpool, Glasgow, Cork, Belfast, Hull, Aarhaus, Rotterdam, Antwerp, Amsterdam, Hamburg, Bremen, Marseilles, Barcelona, Trieste, Naples, Alexandria, Cape Town, Rio de Janeiro, Kingston, Tampico, Havana, Vera Cruz, Colon, Honolulu, Hong Kong, Manila and numerous others, or practically every important port of every country of note in the known world, and wherever steamer floats and coal is used there Norfolk is known.

The Old Dominion Steamship Line was organized in 1867; N. L. McCready, president; Isaac Bell, vice-president; with two ships making two trips a week between Norfolk, Richmond and New York. The tonnage was small but rates high,—$5.00 per hogshead for tobacco. Business increased and in 1896 required a daily service, and now the company has six large ships and another in contemplation. The officers at present are: W. L. Guillander, president; William Rowland, vice-president; P. J. S. Sammis, treasurer; H. B. Walker, secretary and traffic manager. The business is constantly increasing. This line serves as a connecting link for freight between the New York, Philadelphia & Norfolk Railroad, Chesapeake & Ohio Railway, Southern Railway, Seaboard Air Line, Atlantic Coast Line, and has a large local business besides. The Old Dominion Steamship Line enables trucking industries to thrive, giving them a daily outlet to New York City, which is the largest point of consumption in the United States.

Herewith are presented some statistics regarding exports and imports:

EXPORTS FOR 1900.

Shipments for each Month.

January	$ 1,348,098
February	1,808,837
March	970,572
April	1,040,542
May	1,171,184
June	804,110
July	844,717
August	713,121
September	444,826
October	933,125
November	937,589
December	881,932
Total	$11,505,729

The following is a comparative statement for nine years of the exports and imports, taken from the records of the Custom House:

EXPORTS.

1892	$ 8,382,412
1893	10,696,556
1894	8,240,138
1895	6,594,204
1896	15,543,882
1897	15,399,456
1898	13,660,057
1899	14,070,803
1900	11,505,729

IMPORTS.

1892	$ 37,891
1893	100,957
1894	100,160
1895	187,485
1896	210,273
1897	238,868
1898	203,092
1899	296,515
1900	318,491

The statement herewith given shows a large increase in the number of ships and tonnage entered and cleared during nine years past:*

	ENTERED.	TONS.	CLEARED.	TONS.
1892	56	65,395	528	696,217
1893	73	73,316	491	678,986
1894	49	52,456	487	624,053
1895	49	61,742	340	481,739
1896	87	139,473	501	805,110
1897	1,975	195,254	2,168	891,226
1898	2,368	245,337	2,563	962,116
1899	2,442	197,148	2,569	1,111,136
1900	3,023	292,910	3,083	1,645,440

*The tonnage of coastwise vessels entering and clearing is not given in this table.

We give herewith some interesting figures of Norfolk and Portsmouth's trade:

Exports	$ 11,505,729
Cotton	13,000,000
Lumber	12,000,000
Manufactures	55,525,000
General trade	62,345,000
Coal	8,000,000
Trucking	6,000,000
Oysters and fish	3,000,000
Peanuts	1,750,000
Horses, mules and cattle	1,550,000
Fertilizers	4,000,000
Real estate	3,731,963
Buildings	1,550,000
Total	$183,957,692

The Statistical Abstract for 1900, from the United States Government reports, shows that shipments of merchandise from Norfolk and Portsmouth were:

	Exports.	Imports.
1890	$ 6,958,369	$ 54,948
1900	$34,758,323	$2,110,852

The transfers of real estate for the past 11 years have been as follows:

	NORFOLK.	PORTSMOUTH.	NORFOLK CO.
1890	$2,540,695	$734,900	$3,801,003
1891	1,720,669	222,740	3,121,919
1892	1,920,276	435,112	1,926,657
1893	2,099,040	467,070	977,035
1894	1,651,449	325,416	664,207
1895	2,668,992	216,610	1,153,616
1896	1,136,678	406,435	1,667,878
1897	1,299,641	210,244	1,330,349
1898	1,858,805	235,490	1,125,481
1899	2,944,984	592,109	2,452,651
1900	2,044,086	556,876	1,130,999

The shipments of coal from the port of Norfolk for the year ending December 31, 1900, were as follows:*

*From the *Norfolk Journal of Commerce.*

COAL EXPORTED, INCLUDING BUNKER.

	Tons.
Pocahontas	1,932,824
Local	180,530
Total	2,113,354
Toms Creek and other coal exported	236,746
Grand total	2,350,100

VESSELS ENGAGED IN HANDLING COAL.

Foreign:	
Bunker steamers	685
Cargo and bunker steamers	126
Cargo steamers exclusively	31
Sail vessels	19
Total	861
Coastwise:	
Steamers	138
Ocean barges and tugs	577
Schooners	239
Total	954
Grand total	1,815

THE VIRGINIA PILOTS.

In Henning's Statutes (Vol. 2, Page 35) is found the following Act in regard to pilots, passed March, 1660-61, being the first legal authority for pilotage:

Whereas there hath been a gennerall complaint made by masters of shipps that wee had neither pilotte nor beacons to direct them in their bringing their shipps upwards; It is ordered that Capt. William Oewin bee made cheife pilott of James river and that for his encouragement therein he shall be paid for the pillotage of all vessels above eighty tunnes, five pounds sterling, if he be employed, and if not employed fourty shillings. And every master of a shipp or vessel that shall anchor within Point Comfort having or not having a pilott to pay thirty shillings to the said pilott for beaconage, And it is further ordered that the said pilott shall make, place and maintaine good and sufficient beacons in all necessary places from Willoughbies Shole including the whole Shole to James Cittie, And all such beacons afterwards lost, removed or wanting repaire to be renewed or repaired within fifteen days by the said pilott.

Henning, Vol. 6, Page 90, 1775,—The Governor or Commander-in-Chief was required to appoint persons to examine pilots in each district of the Colony, who should certify such as passed satisfactorily to the Governor or Commander-in-Chief, who would thereupon make the appointment and assign the appointee to a branch. The partnership of more than two pilots was prohibited; the fee for pilotage to Norfolk was 1s. 8d. per foot and the pilot was required to produce the schedule of legal fees to the master of the vessel.

Henning, Vol. 7, Page 580,—The County Courts were directed to appoint three persons to examine applicants on paying 20 shilling fee; if applicant passed, the court made appointment and assigned the new pilot to a branch.

Henning, Vol. 9, Page 470, 1778,—The commissioners of the navy were authorized from time to time to vary the rates of pilotage and to regulate the fees of pilots within the Commonwealth. The General Assembly which convened in Richmond on the 5th day of May, 1783, in order to prevent ignorant, unskillful persons from undertaking pilotage, elected Paul Loyall, Thomas Brown, James Barron, John Gwinn, Edward Cowper, Charles Baily and William Ballard, or any three of them, to examine every person that should desire to be a pilot, he first producing a certificate from the County Court where he resided of his honesty and good behavior, paying down to the examiners the sum of 30 shillings, and if upon examination the person should appear of sufficient skill and ability, thereupon he was granted a branch and thenceforth he would be reputed a lawful pilot. Every pilot before he took his branch was required to take at least one white apprentice to instruct in the art of his business. This law was amended so as to allow partnership not exceeding four and increasing fees one-fifth more for vessels drawing upward of 10 feet water. The legislature on the 15th day of December, 1791, divided pilots into first, second and third classes. The first class was allowed to pilot any size vessel; the second was confined to vessels whose draft of water did not exceed 12 feet, and those of the third class could not pilot vessels drawing over nine feet. Every applicant for examination should produce proof that he had served as an apprentice for a term of five years. Every pilot boat was required to have its name painted, 10 feet below the head of the foresail, and the port to which it belonged in letters of not less than nine inches in length.

Thus we have a brief outline of the beginning of this service dating back to 1660 with a commission to one man by the Governor of the State of Virginia 240 years ago, in response to the request of shipmasters for pilots who would always be on hand for their vessels, until with a steady growing commerce and demand for more pilots their numbers have been increased from time to time, when the present finds them fully equipped in every respect, and prepared to handle all ships coming to the ports of Virginia.

At the beginning of the Confederate War the pilots had five boats (all sail), named as follows—"Reindeer," "Plume," "Antelope," "Hope" and "York." For several years previous to the war the pilots with these boats were commissioned by the State of Virginia to prevent escape of slaves to Northern ports and there were constantly two of them on duty,—one in the York River and another in Hampton Roads. It was the duty of the pilots in charge to inspect all vessels, especially those bound to Northern ports, searching carefully for escaping negroes, and many an interesting story can be related by those who performed this duty to the State, These boats were provided with bow-chasers, and vessels whose captains refused to heave to were promptly rounded up by a shot across the bows.

The "Reindeer" was on duty in Hampton Roads and the "Antelope" in the York River when war broke out, but all boats were withdrawn by order of the Governor at this time; the "Plume" and "Hope" were held in Richmond for service until the evacuation of that city, when both boats were sunk by the Confederates as obstructions in the James River, the pilots receiving no compensation for them. The "Reindeer" was stranded on the Berkley Flats in Norfolk harbor. The "Antelope," which was sunk above Norfolk Navy Yard, was gotten up and subsequently used in the Coast Survey. The "York" entered service as a privateer, with Capt. Oscar E. Edwards as one of the prize officers, making several captures and a good record.

The pilots then served their State in their capacity, and the famous battle between the

"Monitor" and the "Virginia" found five of them on board the latter vessel—Capt. William Parrish, chief pilot; Hezekiah Williams, William Clarke, George Wright and Thomas Cunningham; Captain Parrish was standing in the scuttle of the "Virginia" during her engagement with the "Cumberland" off Newport News Point when a ball cut away his watch-chain, penetrated his clothing and wounded Commodore Buchanan.

The pilot association was immediately reorganized after the war through the exertions of Capt. Oscar E. Edwards, who ever since has occupied the position of president, successfully representing the status of a State pilot, and is held in high esteem by the men with whom he has been so long identified.

The State, recognizing over 200 years ago the necessity for a regular system of pilotage, has by legislative enactments repeatedly sustained that which is deemed indispensable to commerce. She has at all times seen that sufficient encouragement was given to insure the maintenance of a proper system and intelligent service in connection with her maritime interest.

Beginning with 1660 and the call for one pilot, their numbers have increased with the growing requirements of shipping until at the present 29 regularly commissioned pilots constitute their force, and, anticipating a possible need for more, the Virginia Pilot Association has at present 13 young men who after having finished their apprenticeship will augment considerably the pilot service of Virginia.

The legislature makes laws for their governance, fixes their rates, applies conditions and restrictions and gives a Board of Pilot commissioners whose members are representative men selected by the Court of Elizabeth City County and the Corporation Court of Norfolk City from the communities where center the maritime interests. These gentlemen sit as impartial judges of all matters and decide finally any question which may be brought up for their consideration. They are empowered to settle all questions which may arise between pilots and masters of ships, to examine into charges of a culpable nature, to issue licenses to perform the duties of a pilot when competency is proven,—in fact, are a little court unto themselves, and knowing well the intricacies of the business can quickly and intelligently decide every matter of consequence to shipping, insuring thereby perfection of a system which commerce recognizes as the highest service to it. Kent states that the services of a pilot are of such an important nature that they approach those of salvage, and it is possible even when employed on board by extraordinary endeavors to earn salvage. After furnishing rates and otherwise providing for their governance, the legislature leaves detail work to the pilots, who make by-laws, purchase their vessel property to enable them to carry on the business, carefully select apprentices and in every particular conduct the business in a way consonant with the safety of ships and interest of our ports. Having a few years ago a plant which cost but $20,000, changing conditions have necessitated an extra expenditure of $55,000 and yearly expenses which reach a total of $40,000. They are equipped with one of the finest steam pilot boats on the coast, remain off Cape Henry day and night, in calm and storm, hazard their lives frequently in going on board ships, are subject to the severest exposure and lead generally a dangerous calling. Formerly cruising in sail-boats and maintaining their business at infiinitely less cost, the gradual supremacy of steam necessitated the purchase of a $55,000 steamer for their purpose.

Keeping pace with commerce, the pilots have as occasion required enlarged their system, augmented their forces and in every respect maintain an efficient service to the merchant marine of Virginia.

Their relations to commerce are specifically as follows—to meet incoming vessels and insure as specialist safe conduct to and from the ports of Virginia. Boarding them as soon as entering pilot limits, they are given charge by the captains and the responsibilities of a

pilot then begin and do not end until the vessel in his care is safely anchored in harbor or moored alongside a dock.

State law makes public servants of them in the furtherance of the quarantine system (Art. 35, Act April 19, 1882), and acting directly under this they have, as soon as boarding a ship, to inquire into the health of the crew, ports from which she has recently come and to make inquiries generally, bringing such as are liable to inspection to the proper anchorage, where they are boarded by the quarantine officers, who examine into the health of the crew and fully satisfy themselves that there is no danger of infection before allowing them to proceed to our ports. Being the first to meet incoming ships and directing them as above, pilots are inseparably identified with the quarantine service, and help to protect not only commerce but public health, preventing by their co-operation with the health authorities the introduction of contagious diseases in our midst. Quarantine officers in appreciation of this co-operation have a number of times issued memorials to the State Legislature, acknowledging that without the pilots' assistance quarantine could not be satisfactorily conducted.

Recognized locally as masters of ships in their care, they are looked to for safety of same, and before engaging in this service have to pass a rigid examination before the Board of Pilot Commissioners and in addition give bond for their good behavior and proper performance of their duties.

Regarded as life and property savers, they frequently rescue ships from perilous positions through opportune assistance of their powerful boat, and it will be seen that as a means of security to shipping and public good they are an indispensable adjunct to commerce, merchants, insurance companies, masters of ships and health conditions of our ports.

Apprentices before being accepted have the following essentials to meet: The young man must be between 16 and 18 years of age, of good moral character, must produce evidence from his last teacher that he at least has a good common-school education, and a certificate from a physician that he is not troubled with color blindness and that he is otherwise sound physically. Being thoroughly disciplined by the pilots and required by the legislature to serve five years apprenticeship to those regularly authorized, they are through the five most important years of life confined to their duties on board the pilot-boats, where they have constantly to take soundings, ascertain courses and bearings, receive instructions as to landmarks for the more intricate parts of the channels, have frequent instructions from their superiors in the art of piloting and in every particular acquire the necessary knowledge of their future vocation. Instantaneous judgment and a good nerve are prime requisites and those in this business not infrequently find themselves in positions where both have to be promptly exercised. Crawling up by degrees, they are divided into first, second and third class and receive (according to the last classification of pilots by the legislature) first a 12-foot branch, then as they advance and become more competent a 15-foot one is awarded, when, if after expiration of their apprenticeship attention and faithfulness to their duties fitted them for their last and final papers (usually designated as a full branch), he enters upon equality with his former masters, and a reward for which he has toiled through five years of deprivation and hardship. Having cast his lot with the commercial interest of the State for better or worse, fitting himself solely for one thing and for operation in a limited field, he cannot pursue his calling in another State, cannot when business is dull seek employment elsewhere, but must remain and share with the varying conditions of commerce, unfit for all work, he becomes wedded to commerce and his State.

With a rapid increase in size and value of ship and cargo, ranging from $100,000 to several millions, involving a greater necessity for averting accidents, there is a correspondingly greater responsibility and necessity for men

whose previous training insures the best service and specifically fits them for a work of such moment to the interest of the State generally.

Under the present circumstances accidents are exceedingly rare, and any dereliction of duty or act showing unskillfulness is promptly met by punishment decided by the Board of Pilot Commissioners. Their training, however, is so thorough, and penalties of such severity that the highest possible service is secured, seldom an accident of any consequence occurs and the wheels of commerce run smoothly along.

CHAPTER XX

STATISTICS OF THE POPULATION

TITHES AND TITHABLES FROM EARLY COURT RECORDS—POPULATION OF NORFOLK COUNTY, 1790–1900, FROM THE CENSUS REPORTS—POPULATION OF NORFOLK AND PORTSMOUTH —THE 1900 CENSUS BY WARDS AND DISTRICTS.

The first Assembly ever held in Virginia was convened in June, 1619, at Jamestown, which was then and for many years att called "James City;" but the first Act relating to taxes of which I find any record was passed at the March session, 1623-24, prohibiting the Governor from laying any taxes or imposition upon this Colony, their lands or commodities in any other way than by authority of the Grand Assembly. So I must conclude that, prior to this Act, the Governor imposed taxes. On March 5, 1623-24, the Assembly enacted that "there shall be in every parish a public granary into which there shall be contributed for every planter exceeding the age of 18, alive at the crop after he hath been here a year, a bushel of corn, the which shall be disposed for the public uses of every parish by the major part of the freemen, the remainder yearly to be taken out by the owners at St. Thomas' his day and the new bushel to be put in the room." (Hen., Vol. 1, Page 125.)

There was also a levy of 10 pounds of tobacco upon every male head above the age of 16, to defray public debts. In October, 1629, a specific levy was made of five pounds of tobacco on the master of every family and every freeman to pay for powder, wine and provisions used by the soldiers, and at the same time the burgesses were directed to make a list of the tithable persons within their plantations. A tax of 64 pounds of tobacco was levied upon every tithable person in the Colony (September, 1632), to meet public charges amounting to 124,056 pounds of tobacco. The revenue law of 1639 levied 16 pounds of tobacco per poll, and of 1643-44 nine pounds per poll.

The heads of families were made responsible for all public dues charged to freemen within their family and an additional levy of 18 pounds of tobacco per poll was made to pay for powder and expenses of Sir William Berkeley's voyage. A new mode of taxation was instituted in November, 1645, because the old way was found inconvenient and had become insupportable for the poorer classes to bear. This assessed four pounds of tobacco on 100 acres of land, four pounds on one cow three years old, 32 pounds each on horses, mares and geldings, four pounds on breeding sheep, two pounds on a breeding goat and 20 pounds on each tithable person. The tax lists were to be made yearly by the 25th day of June and returned to the secretary's office. It appears that this law was evaded, and in October, 1646, a new list was ordered to be made by appointees of the county commissioners, to be reported to the next Grand Assembly.

On the 5th day of November, 1646, the County Court levied the assessment to meet the public expenses as follows:

329 tithable persons at 25 pounds of tobacco per poll	8,225	lbs.
490 cowes at 5 pounds of tobacco each	2,450	lbs.
163 goates at 2½ pounds of tobacco each	407½	lbs.
2 horses at 40 pounds of tobacco each	80	lbs.
38,000 acres of land at 5 lbs. of tobacco per 100 acres	1,900	lbs.
Total tax	13,062½	lbs.

It appears from this assessment that there were only two horses in the county of Lower Norfolk at this time. The next year, on the 15th day of November, 1647, the levy was on

360 tithable persons at 15 pounds of tobacco per poll	5,400	lbs.
546 cowes at 3 pounds of tobacco each	1,638	lbs.
121 goates at 1½ pounds of tobacco each	181½	lbs.
5 horses and mares at 24 pounds of tobacco each	120	lbs.
36,560 acres of land at 3 pounds of tobacco per 100 acres	1,097	lbs.

The people, cows and horses increased but the goats and land decreased. These levies were for county expenses and not for State levies as rated in the Act of 1645 stated above.

A penalty of double tax was affixed for concealing taxable property and thereafter persons who should give in false lists to the officer should forfeit treble the sum due for his taxes. As the tax on property was made especially for the support of the war, it was repealed in October, 1648, when peace was declared and the old custom of poll tax was revived or rather retained. In October, 1644, a public levy of 1,776 pounds of tobacco on 296 tithable persons in Lower Norfolk County was made for defraying the expenses of the expedition against the Pamunkey Indians. The list of tithable persons embraced all free male persons over the age of 16 and the Act of October extended it to cover all male servants of whatsoever age imported thereafter; which was extended in March, 1658, to embrace all negroes and Indian servants, male or female; but native Christians and free persons under the age of 16 were excepted. The Act of this date required the master of every family to present the list to the clerk of the court, failing to meet the requirements was repealed in March, 1659, and sheriffs were again required to make the lists, but in October, 1661, it was alleged that fraud of sheriffs in returning lists had greatly augmented the taxes of the Colony, so each county was divided into four precincts, in each of which a commissioner was appointed, to whom the constable in each precinct warned the people to bring their lists of tithables by the 10th day of June. In March, 1662, tithables were all male persons, negroes male or female, Indian servants male or female, above 16 years of age. Eighty pounds of tobacco were assessed against every tithable person in Virginia for paying the public levy of the country in 1682. In 1782 the poll tax was 10 shillings on every free male person over the age of 21 years who was a citizen and upon all slaves above the age of 16 years. In 1788 the poll tax was abolished, but was afterward revived to continue until this time, when it is $1.00 upon ever male person over 21 years of age.

In order that an estimate of the population of Norfolk County may be made, for the time prior to the first census, the number of tithables are given below as far as could be obtained from the court records.

Years.	Tithables.
1644	296
1645 (Lynnhaven Parish 140; Elizabeth River 165)	305
1646	329
1647	360
1648	334
1649	380
1650	448
1651	461
1653	471
1654	454
1655	493
1656	491
1657	465
1660	402
1661	346
1662	488
1663	551
1664	580
1665	585
1666	591
1667	594

1668	597
1669	659
1670	679
1671	688
1672	684
1673	695
1674	702
1675	762
1677	813
1678	860
1679	875
1680	846
1681	860
1682	850
1683	922
1684	893
1685	941
1686	987
1687	904
1688	982
1689	1018
1690	1097

Princess Anne separated from Norfolk County.

1691	772
1692	775
1693	770
1694	764
1695	560
1696	614
1697	652
1698	652
1699	697
1700	666
1701	695
1702	692
1703	602
1704	709
1705	722
1708	807
1709	819
1711	780
1712	812
1714	891
1715	931
1716	977
1717	1038
1719	947
1720	1050
1721	1094
1722	1115
1723	1105
1738	1652
1739	1751
1740	1709
1742	1944
1746	2066
1747	2190
1748	2331
1749	2337
1750	2506
1751	2567
1752	2441
1753	2533
1754	2533
1755	2718
1756	2784
1757	2741
1758	2907
1759	2959
1760	3031
1761	3333
1762	3417
1763	3540
1764	3757
1765	3914
1766	4056
1767	4059
1768	4134
1769	4140
1770	4179
1773	4340
1774	4591
1775	4739
1777	2400
1778	2604
1782	2771
1784	3149
1785	3267
1786	3149
1787	3628
1788	4305
1789	4247

POPULATION OF NORFOLK COUNTY, VA.

Year.	Total.	White.	Negroes. Free.	Negroes. Slaves.	Chinese. Japs. & Inds.
1790	14,524	9,179		5,345	
1800	19,419	11,960		7,450	
1810	22,872	13,400		9,472	
1820	23,943	13,260	1,408	9,185	
1830	24,806	13,314	1,868	9,594	
1840	27,569	15,444	2,300	9,735	
1850	33,030	20,320	2,307	10,400	
1860	30,227	24,357	2,803	9,004	63
1870	46,702	24,380	22,320		2
1880	58,657	29,197	29,453		7
*1890	77,038	37,497	39,478		63
**1900	50,780	19,113	31,189		478

Census of 1790. Borough of Norfolk, free whites, 1,604; slaves, 1,294; all other free persons, 61. Portsmouth, free whites, 1,039; slaves, 616; all other free persons, 47. The free colored are not separately enumerated, but included in "all other free prsons."

Census of 1800. Borough of Norfolk, including Portsmouth (the latter not separately enumerated), free whites, 2,312; slaves, 2,724;

*This includes population of the cities of Norfolk and Portsmouth.—48,139

**The population given for 1900 for the county outside of the cities of Norfolk and Portsmouth. The total population of the county was 114,831.

all other free persons, 352. The free colored are not separately enumerated but included in "all other free persons."

Census of 1810. Borough of Norfolk, free whites, 4,776; slaves 3,825; all other free persons, 592. Portsmouth, free whites, 1,191; slaves, 828; all other free persons, 61. The free colored are not separately enumerated, but included in "all other free persons."

Census of 1820. Borough of Norfolk, including Portsmouth (the latter not separately enumerated), free whites, 4,748; free colored, 599; slaves, 3,261; foreigners not naturalized, 23.

Census of 1830. Borough of Norfolk, including Portsmouth (the latter not separately enumerated), free whites, 5,231; free colored, 928; slaves, 3,757.

Census of 1840. Borough of Norfolk, free whites, 6,285; free colored, 1,026; slaves, 3,709. Portsmouth, free whites, 4,074; free colored, 423; slaves, 1,890.

The following table gives the population of Norfolk from the date of the first census after it became a city to the date of the last census, also showing the increase in each 10 years and the per cent. of increase:

Year	Population	Increase of Population.	Per cent. of Increase.
1850	14,320	3,300*	29.9*
1860	14,620	300	2.1
1870	19,229	4,609	31.5
1880	21,966	2,737	14.2
1890	34,871	12,905	58.7
1900	46,624	11,753	33.7

The following is the population of Norfolk City in 1900 by wards:

Ward 1	8,623
Ward 2	3,587
Ward 3	9,034
Ward 4	13,093
Ward 5	6,940
Ward 6	4,747
Total	46,624

The population of Portsmouth City in 1900 by wards was as follows:

Ward 1	2,181
Ward 2	4,458
Ward 3	3,973
Ward 4	4,374
Ward 5	2,441
Total	17,427

The following statement gives the population of Norfolk County (outside of Norfolk and Portsmouth) in 1900 by districts:

Butts Road district	1,821
Deep Creek district	3,454
Pleasant Grove district	2,974
Tanner's Creek district	13,077
Washington district (including Berkley town, —4988)	11,515
Western Branch district	17,939
Total	50,780

*Compared with Norfolk's population as a borough in 1840.

CHAPTER XXI

HISTORY OF THE CITY OF NORFOLK

ITS SETTLEMENT AND HISTORY AS A BOROUGH, BY C. WHITTLE SAMS—ITS COMMERCIAL ADVANTAGES RECOGNIZED ONE HUNDRED YEARS AGO—NORFOLK AS A CITY—NORFOLK POSTOFFICE—NORFOLK WAREHOUSE ASSOCIATION—PATRIOTISM AND PATRIOTS OF NORFOLK—SUPPRESSION OF THE SLAVE TRADE BY NORFOLK COMMITTEE OF SAFETY—NOTABLE HISTORICAL INCIDENTS—THE ASSOCIATION FOR THE PRESERVATION OF VIRGINIA ANTIQUITIES—THE WISHING OAK—FIRE HISTORY OF NORFOLK—THEATRES—CHARTERS OF NORFOLK—CHANGES MADE IN THE NAMES OF STREETS SINCE 1865—MAYORS OF NORFOLK—OFFICERS OF THE CITY OF NORFOLK—LOSSES SUSTAINED IN THE BURNING OF NORFOLK AND PORTSMOUTH BY LORD DUNMORE.

THE SETTLEMENT OF NORFOLK AND ITS HISTORY AS A BOROUGH,

WITH SPECIAL REFERENCE TO THE OWNERSHIP OF ITS LAND.

Written by C. Whittle Sams for the History of Norfolk County.

Whoever it was that started that old story about the streets of Norfolk being laid out by a blind cow did not know much about the original tracts of land, and the creeks which bounded them. Col. William Byrd in his "History of the Dividing Line" is much more flattering to us, and says of Norfolk: "The streets are straight, and adorned with several good houses, which increase every day," but we cannot help wondering which streets they were which he saw, or with what very crooked place he was comparing us.

The land on which the city of Norfolk is built was so cut up by creeks that the site of the place might be simply described as amphibious. After more than 200 years spent in filling up these creeks, there yet remain over 76 acres of water or marsh in the four old wards of the city. These creeks displayed all the irregularity which could have been expected of them, and did all in their power to hinder the spreading of the settlement.

The site of the original town was a peninsula, fronting on the Elizabeth River about three-quarters of a mile, and bounded on the north by two creeks, that on the west being known as "Town Back Creek," and that on the east as "Dun in the Mire," "Newton's Creek" or "Plume's Creek." Town Back Creek has had a sad fate, having been nearly wiped off the face of the earth, and being represented in these degenerate days by the narrow and unattractive waters of the Granby

street canal. "Dun in the Mire" has fared little better, having been extensively filled up, its natural connection with the river cut off, converted into kind of a pond, and rebaptized "Mahone's Lake," the body of water near the Norfolk & Western depot.

This little peninsula was connected with the mainland by a strip about 400 feet wide, in the center of which ran the road out to the country, now called Church street, after St. Paul's Church, one of the earliest Protestant churches in America. Across this narrow neck of land, later, ran two streets, whose names bore eloquent testimony to their aquatic nature,—one was called "Marsh" and the other "Cove."

The original settlement was made at the northeastern end of this peninsula, on Newton's Creek, around the corner, as it were, from the Elizabeth River, the little arm of the sea named in honor of the great queen who had died not many years before. It was just at the eastern or water end of the great Bermuda street, then known under the more imposing title of "Main" street, having effected an exchange with the street we now know by that name. What an important thoroughfare it must have been, with a few straggling houses, the street itself only about two squares long, reaching from the creek to what is now Chapel street. But there was plenty of water, marsh and pine woods around to make up for houses.

To whom did this narrow peninsula belong? It would seem that Capt. Thomas Willoughby was the first to see the future importance of the city of Norfolk, and to set his eyes of affection on the real estate of this section, for we find that 29 years after the settlement at Jamestown, that is, in 1636, he obtained a patent, or a grant, or right to a grant, of 200 acres of land from the Colony of Virginia, in consideration of his having imported four persons into the Colony. This patent he located here.

It is interesting to think of the consideration demanded for these grants of land by the straggling little Colony of Virginia,—the importation of persons, servants, into the Colony,—one servant being valued at 50 acres and entitling the importer to a deed for that much land. It may well be imagined that this requirement was not so easy to be performed. Transportation was then difficult, uncertain and expensive. The servants referred to were principally the "indented servants" of whom we have often heard,—white persons brought from England and elsewhere, who were bound to their masters for a term of years to repay the cost of their transportation. The Acts with reference to granting lands for their importation are found in Henning's Statutes at Large, Vol. 1, Pages 274 and 444, and date back to the year 1642. An unbroken continental wilderness had to be subdued, the Colony had plenty of land, but the laborers were few. There were plenty of Indians and a few gentlemen, but a sad dearth of mechanics and laborers,—these were what the Colony needed, and so the service performed to it of strengthening it in its infancy and weakness, by bringing in those who could help defend it against the savages, clear away the dense forests, plant tobacco, and make the Colony self supporting, became the basis of our titles to land. In other parts of the State, land was granted for a nominal rent and the actual clearing and cultivating of a small portion of the amount granted. The object in both instances was the same, to develop the country and increase its resources.

The description of the tract conveyed in this earliest patent is so hazy, that it becomes highly picturesque. It is described as "200 acres of land situate, lying and being upon the main of the Elizabeth River, North upon James River, South upon the first Eastern Branch of the Elizabeth River, East-North-East into the woods." The latter part, particularly, is *so* clear. One would be nearly tempted to think that the grantee had never gone "East-North-East" into the woods to the end of his tract, to stake off his land, for fear of the Indians. Absurd as this descrip-



Armory, City Office and Market Building, Norfolk, Va.

tion is, in the absence of an actual survey, which our forefathers avoided on every possible occasion, we must remember that it is an attempt to describe land situated in an unbroken wilderness, in the absence of well-known names and landmarks. "James River," what was that? Certainly not the "Noble Jeemes" that we know. It is probably Glebe or Smith's Creek, as it was later named, but it had no such name in the year 1636. If that were so, and "East-North-East into the woods" were to be allowed to stop somewhere about the corner of Bute and Church streets, it would not be such a very bad description, although it would cover somewhat more than 200 acres.

Captain Willoughby sold his patent, or had the Colony issue a new patent in its stead, on April 1, 1644, to John Watkins. Compared to the first description, this patent is as clear as a ray of light. The land is described in it thus: "Beginning at a marked pine standing upon a point called Four Farthing Point (that is, Town Point) and running up by the said Eastward Branch side East-South-East 232 poles (equal to 3,828 feet, or about three-quarters of a mile) unto a marked pine standing on a point on the Westward side of the mouth of a creek named Dun in the Mire (Newton's Creek), and running up the side of the said creek over certain points N. N. E. 118 poles (equal to 1,947 feet, which would carry the line to about Wood street) unto a marked gum standing by a gut or branch side, and so W. N. W. 232 poles (3,828 feet) crossing the land to a marked pine (no doubt on the margin of Glebe Creek) and so S. S. W. 148 poles (2,442 feet) crossing some small guts or points and butting towards the main river unto the first mentioned tree."

In order to come from Glebe Creek, by way of the river, back to Four Farthing Point by this water-route, as we would suppose necessary, to follow out the description of the land in this patent, we would have to stretch that last measurement a good deal, but these old deeds, fortunately for posterity, have a good deal of elasticity about them, and we hope this one would not break if we attempted it, as we must do, in order to follow with any reasonable probability the course pursued in describing the land.

John Watkins held the land a short time, and then sold it to John Norwood, who sold it to Peter Michaelson and the rest of the owners of the ship "Luis Van Nassau," of Ulissingin, in Zealand, Holland. They obtained a new patent for it, dated March 4, 1649, and sold it to Lewis Vandermull, who on October 19, 1662, sold it to Nicholas Wise, Sr. On his death it descended to his son Nicholas Wise, Jr., as his heir-at-law, who, on August 16, 1682, sold 50 acres of the original 200 to William Robinson and Anthony Lawson, in trust for Norfolk County, for certain purposes which we will soon discuss. The land was sold for an amount of tobacco which we estimate as having been worth a few hundred dollars; today the land is worth many millions.

The deed by which this conveyance was made is a genuine curiosity. What the struggling Colony of Virginia needed was persons, what Nicholas Wise, Jr., needed was tobacco, so he says in his deed:

To all Christian people to whom these presents shall come, I, Nicholas Wise, of Elizabeth River Parish, in the County of Lower Norfolk, son and heir to Nicholas Wise, deceased, of the Parish and County aforesaid, Shipwright, send greeting in our Lord God everlasting: Know ye, that I, the said Nicholas Wise for and in consideration of the sum of Ten Thousand Pounds of good merchantable tobacco and cask, to me in hand paid, the receipt whereof I do hereby acknowledge from Capt. Wm. Robinson and Lt.-Colo. Anthony Lawson, of Lynnhaven Parish, in the County aforesaid, Gent., feoffees in trust for the said County. And whereas, I hold myself well satisfied, contented and paid, and for divers other good considerations me thereunto moving, have given, granted, bargained, sold, aliened, enfeoffed and confirmed, and by these presents, do, for myself, my heirs, ex'ors and adm'ors, give, grant, bargain, sell, alienate, enfeoff and confirm unto them, the said William Robinson and Lt.-Colo. Anthony Lawson, as feoffees aforesaid, for the only use and behoof of the said County forever, one piece or tract of land, containing fifty acres, for the building of a town in the said County, according to Act of Assembly.

dated the 8th day of June, 1680, the said land being situate and lying in Elizabeth River Parish aforesaid, in the County aforesaid, on the North side of Elizabeth River, and bounded with Elizabeth River aforesaid to the South and West, to the Northward with a creek, and to the Eastward by several stacks (stakes?) running partly cross an old field and partly through some points of woodland, it being a small nick of cleared ground and woodland, and part of 200 acres formerly purchased by my father, deceased.

Then follows a long drawn out and tedious warranty of title, and a covenant to make any other deeds necessary to carry out the intention of this deed. Then he proceeds:

In witness whereof, I have hereunto for myself, my heirs &c. set my Hand and Seal, this 16th day of August, 1682, and in the year of the reign of our sovereign lord, King Charles the Second, over England, Scotland, France and Ireland, defender of the faith, &c.

his
Nich. X Wise & Seal.
mark

Signed, Sealed and Delivered
in presence of
Plover Bray, Richard Hee,
Phill. Howard, Jno. Biggs.

Acknd. in Ct. 16th Aug. 1682.
Wm. Porteen.

Such was the instrument, executed in the reign of that autocrat of France and consecrated champion of the faith, Charles II, by which land that was private property was conveyed by two military officers, as trustees, for the immediate purpose of building a town, but really for an ulterior object quite distinct therefrom as we shall presently see.

The description of the site of the town in this ancient deed is about as unsatisfactory as one could reasonably desire. The land is bounded on the south and west by the river. This is clear enough. On the north by "a creek." This is our old friend,—Town Back Creek. But the rest of the description is hardly sufficiently clear for us to follow, with the limited information we have on the subject now, as we also suppose that the town lands stretched to the east of Church street, to Newton's Creek, which would make the first branch of that creek a part of the boundary on the north. On the east the deed says it was bounded "by several stacks (meaning, no doubt, stakes), running partly cross an old field and partly through some points of woodland." This description is unsatisfactory, of course, as we have here no natural boundary to go by. There is an embarrassment, too, in understanding this deed for this further reason: He had only 200 acres; he sold 50 to the town, and is understood to have sold the remaining 150 to Charles Wilder, or to William Porteen, but the 200 acres went from Town Point, at the mouth of Town Back Creek, to Dun in the Mire, or Newton's Creek, and then up that creek. So, therefore, when Nicholas Wise bounds the 50 acres he sells to the town on the east by the row of stakes running across the old field and through the points of woodland, instead of by Newton's Creek, it would seem that a piece over on the eastern end had been left out unaccounted for. It is highly probable that this omitted piece was the *original settlement*, containing the home of Nicholas Wise, Jr., being, possibly, that also of his father. Here also was, probably, a small shipyard, for we know that the place must have been on the water, and he tells us in his deed that he was a shipwright. Here may have been the homes also of other early settlers. We may be sure that it was an actual settlement from the fact stated in the deed that the stakes ran partly across "an old field,"—old even in that day. Who cleared this field? Possibly it was the Indians, although they did not generally relish that form of exercise. Or, it might have been cleared by Nicholas Wise, Sr., or Lewis Vandermull. This piece bore, probably, such a small proportion to the area of the whole 50 acres, that it was reserved by him, and not counted nor deducted from the acreage of the tract, but it seems always to have been considered a portion of the area of the town, or, at least, was certainly included in the original borough limits.

The Act of Assembly dated the 8th day of June, 1680, referred to in the deed from Nicholas Wise, is found in Henning's Statutes at Large, Vol. 2, Page 471. It is en-

titled: "An Act for cohabitation and encouragement of Trade and Manufacture." It was a great Act, and intended to work wonders. Its scheme was to build a town in each of the 20 counties of the Colony, and to equip them with storehouses and other facilities of trade, for the principal and special object of *increasing the price of tobacco.* In a nutshell then, the real object sought in the founding of Norfolk was to raise the price of tobacco. The Act leaves us in no doubt on this point. It says: "This present General Assembly haveing taken into their serious consideration the greate necessity, usefulnesse and advantages of cohabitation in this his majestie's country of Virginia, and observing and foreseeing the great extremities his majestie's subjects here must necessarily fall under by *the present and continued lowness of the price of tobacco,* the only commodity and manufacture of this country (if the same be not by all prudential meanes and ways prevented)," etc., etc. So they decided that the best way to prevent that disaster was to build towns, with storehouses for tobacco, and other commodities, and grant special privileges and rights in connection with them. They therefore selected 20 sites for these towns, each to be 50 acres in area. We think we recognize among them the sites of Suffolk, Smithfield, Hampton, and other old towns in the eastern portion of the State. One was to be: "In Lower Norfolke County on Nicholas Wise his land on the Eastern Branch on the Elizabeth River at the entrance of the branch."

The Act then proceeds in a rather dictatorial, and as we would now say a thoroughly unconstitutional way to declare that: "The price to be paid by each county for each respective fifty acres of land nominated as aforesaid shalbe tenn thousand pounds of tobacco and casks, which summe the owner or owners thereof shalbe and are hereby constrained to accept, take and receive as a full and valueable price and consideration for the said land forever." Then it provided that the land should be sold off into half-acre lots for 100 pounds of tobacco and "caske," the owner building a dwelling house and warehouse upon the same. As the little towns were only 50 acres in area, it would take but 100 of these purchases to close up the transaction. It is curious to note that the city of Norfolk is still the owner of a part of its 50 acres, thus acquired 220 years ago. It sold nearly all, but at Town Point a part was reserved; it was platted, divided into streets and lots, some were sold, and some were leased, but the city still has an interest in the "Town Point Lots," as they were called. They lie principally in what was then water, on the south side of Main street, and to the West of Fayette, the region around the Norfolk & Washington Steamboat Company's wharf, and where the old tobacco warehouse was to be seen up to a few months ago, which was built as a part of this grand scheme for raising the price of the weed. This warehouse site still belongs to the city, and is leased by it to private persons.

It is interesting to observe the different procedure then adopted from that pursued now in founding a town. Then the county bought the land, built a tobacco warehouse, and resold the land to individuals, half-acre lots being the unit of subdivision. Now, a company buys a farm, lays it off in very small lots, builds a large hotel, and tries to get factories. The old towns were built to raise the price of tobacco, the new ones, to raise the price of lots. To supply an existing need, on the part of the world of a new town in which to live, seems never to have entered into either plan.

The date of Nicholas Wise's deed for the 50 acres, August 16, 1682, might be called the birthday of our city. It was christened Norfolk after the county in which it was situated, then a part of what was called Lower Norfolk County, which comprised the present Norfolk County and Princess Anne. Upper Norfolk County was what we now know as Nansemond. This was a peculiar arrangement, making "Upper" and "Lower" stand in the

relation of east and west to each other, instead of north and south. As Upper Norfolk County was as low and level as Lower Norfolk, and stood to the west of it, we can see no reason, other than a purely arbitrary selection, for these names. The name of Norfolk was given to the county by Capt. Adam Thorogood, in loving memory of his native county in Merry England.

It would seem that the high and mighty "Act for the cohabitation and encouragment of Trade and Manufacture" was the only law governing the settlement, as such. The legal status of the inhabitants was somewhat peculiar. The land was bought by the county, in the name of trustees, but to be resold in fee simple at once, but those who lived and did business within this area had certain special privileges. No separate government was provided in the Act for the inhabitants of this immense territory. It was more like a "City of Refuge," where, under certain circumstances, you could escape from creditors' attachments, and enjoy peculiar facilities for handling tobacco, which the Act so pathetically declared was "the only commodity and manufacture of this country." We do know that it was not merely the only commodity, but the regular money of the Colony, as coon skins and other precious possessions have been at other times and in other places. It was this last consideration which made the lowness of that vegetable such an affliction to the people of the Colony—their money was depreciated.

We have reason to believe that the half-acre lots were readily taken up by new comers, and that the little village at the eastern end of Bermuda street was an active one, with a growing foreign commerce. We can hope that the shipwright, Nicholas Wise, lived to see his ancestral acres covered with the growing settlement, and never regretted selling it for the 10,000 pounds of tobacco, but he most likely did. We are told that there was a stockade built to defend the place against the Indians. If this be so, we can easily tell just where it would have been placed. It would have followed the general line of Cove street, reaching from one creek to the other. The situation of the town was well adapted to defense, as it was nearly an island, leaving only this narrow space to fortify. There is quite a dearth of traditions about the Indians just in this locality. It is well known that the racial division of those who lived in this part of the country was Algonquin, and that the local tribe was called the Chesapeakes, but we do not find around here in any profusion their stone arrow-heads, spear-heads, tomahawks and pottery, as is the case around Richmond, and in other parts of the State. One would infer from this, that they were not here in great numbers, and that they did nothing to hinder the development of the place. We know, indeed, from general history, that the serious conflicts with the Indians in Virginia, excepting the earliest troubles around Jamestown, took place after the western extension of the settlements, and that the eastern portions were spared from the horrors of the border warfare which often drenched the earth with blood.

The legal status of the inhabitants under the "Act for cohabitation," etc., continued for 54 years. It was changed by the "Charter of the Borough of Norfolk," which was granted by letters patent of George II. on the 15th of September, 1736, which charter was confirmed by Act of the General Assembly, as our legislature has always been called, in the same year. It is delightful to read this document. It breathes such a spirit of love and affection from the Crown of Great Britain to the dear subjects in Virginia, that we nearly doubt if it can be true that in the short space of two-score years the navy of that same crown, in the very next reign, would utterly destroy the little town which, from this paper, one would think was the one jewel it most dearly prized. It says: "Whereas, a healthful and pleasant place, commodious for trade and navigation, by an Act of the General Assembly of our Colony and Dominion of Virginia, hath been appointed and laid out for a town, called by

the name of Norfolk; which place of late years, especially during the administration of our trusty and well beloved William Gooch, Esq., our Lieutenant-Governor of our said Colony, hath been very greatly increased in the number of its inhabitants and buildings, in so much that the said town, not being capable of containing all such persons as have resorted thereto, divers of our loving subjects have seated themselves upon the adjoining land, so far as to a place called the Town Bridge. Know ye, that we being willing to encourage all our good and faithful subjects, as well at present residing and inhabiting, as shall or may hereafter reside and inhabit within the said town of Norfolk, and the places thereunto adjoining, so far as the Town Bridge, at the instance and petition of divers of our dutiful and loyal subjects, inhabitants of the said town and places adjacent, of our royal grace, good will, certain knowledge, and mere motion, with the advice of our Council of our said Colony, have constituted and erected, and by these our Letters Patent, do constitute and erect the said town of Norfolk and the said parts thereunto adjoining, so far as said bridge, a borough, by the name of the Borough of Norfolk; and for us, our heirs and successors, do, by these presents, grant to the inhabitants of the said borough and the parts adjacent, that the said borough and the parts adjacent shall be a borough incorporate, consisting of a mayor, one person learned in the law styled and holding the office of recorder of the said borough, eight aldermen, and sixteen other persons to be common-councilmen of the said borough."

The officers were: Samuel Boush, Esq., mayor; Sir John Randolph (Knight), recorder; and George Newton, Samuel Boush, the younger, John Hutchings, Robert Tucker, John Taylor, Samuel Smith, the younger, James Ivy and Alexander Campbell, aldermen.

This charter was signed by William Gooch, Lieutenant-Governor and Commander-in-Chief of the Colony and Dominion of Virginia, at Williamsburg, in the 10th year of the reign of George II.

We hope the worthy governor blushed as he put his name to the document which described himself as the "trusty and well-beloved" of royalty. And with what condescension must the proud capital city of Williamsburg have looked down upon the newly-chartered little borough, but the future held very different fortunes in store for the two places. The Samuel Boush, who was appointed the first mayor, was the first of three of that name. He died within two months of his appointment, and was succeedd by George Newton, Esq.

We have heard a great deal about this same "Borough" of Norfolk. The idea is quite a popular one, and is usually referred to in an affectionate, amused sort of way, as if it were a pretty good joke that this place was once a borough, and persons speak of it in an easy, off-hand manner, as if they knew everything that there was to be known about boroughs, and presume that everyone else did the same. The fact is, few of us know anything at all about them, and it is really a very difficult matter to define clearly what is a borough. In Pollock & Maitland's great work, the "History of English Law," 54 pages are devoted to attempting to explain what a borough was, and it is none too clear when you have read them, as the authors themselves confess. The contrast is between vills on the one side and cities on the other. They say: "Certain vills are more than vills; they are boroughs (*burgi*); certain boroughs are more than boroughs; they are cities (*civitates*). The latter of these two distinctions has little or no meaning in law. A usage, which seems to have its roots in the remote history of Gaul, will give the name *city* to none but a cathedral town. * * * What is the legal conception of a borough? The answer seems to be: It is a mass of franchises, or again, it is a group or body of men, a community or corporation, enjoying a mass of franchises." The authors then go on to discuss some of the franchises which might or

might not belong to a borough, and consider in turn jurisdictional privileges, that is, the right to hold courts; tenurial privileges, that is, the sort of title by which the land is to be held; mercantile privileges; the *firma burgi*, or right to farm or rent the borough from the king, for such or such a length of time, for the purpose of receiving such profits as arose in connection with tolls, the fines of courts, and such rents or taxes as were paid to the king; the election of officers and constitution of the borough; by-laws and self-government; self-taxing powers; and the guild merchant. After discussing these fully, they say: "We may now recur to the question whence we set out—Could a borough be defined? We much doubt it." The result of the whole discussion seems to be, that the rights of the borough were privileges granted to the men who composed the town, and did not belong to an abstraction, such as the modern conception of a municipal corporation, a modern city, a being in law distinct from any or all of its inhabitants, but that this idea was slowly being developed. The matter, in strict law, is very involved, and we can probably as well conclude that the borough was merely a rudimentary city, the legal notions in connection with which, as we are now familiar with them, not having been then fully developed.

However all that may have been, our borough must have been a flourishing one, for within 25 years, that is, in 1761, the legislature passed "An Act for enlarging and ascertaining the limits of the Borough of Norfolk, and for other purposes therein mentioned." This Act recites the fact that "his late majesty King George the Second, of happy and glorious memory," had granted the charter above mentioned, and that: "Since the date of the said charter, divers persons, proprietors of the lands adjacent to the said borough, have laid out the same into lots and streets, many of which are built on and improved, and people are daily resorting thither, and it is now become a doubt whether the proprietors of such adjacent lots are to be considered and deemed inhabitants of the said borough, and entitled to the rights, privileges and immunities granted by the said charter." It was, therefore, declared that the boundaries of the town should be as follows: "Beginning at the head of a creek, called Newton's Creek, and thence, within a line to be run North 59 degrees West 72 poles to the head of Smith's Creek; thence along the said Smith's Creek, according to its various courses and meanders, to the mouth thereof in Elizabeth River; thence, bounding on the said river the different courses thereof, to the mouth of the said Newton's Creek, and thence up the said Newton's Creek to the beginning."

Nothing could be clearer or more satisfactory than this, of course; and it must have lifted a load off the troubled minds of those inhabitants who doubted whether they were or were not blessed with the "rights, privileges and immunities granted by the said charter" to the happy ones within its fold. As it was passed to solve a doubt as to what was within the coveted area, the Act, of course, would be itself perfectly clear; so it just began at the head of Newton's Creek, and then ran across to the head of Smith's Creek, and then went down Smith's Creek to the river, etc. But, alas! the questions then arose: What is the head of Newton's Creek? What is the head of Smith's Creek? Different answers were given. The borough, with that self-denying spirit which has ever characterized municipal corporations, claimed that the lines took in everything on earth that they could take in, and that this northern line began at the end of the longest branch of Newton's Creek, way up there at Princess Anne avenue, and ran across that road to the end of the creek between the two cemeteries. The other contention was that it began at a branch of Newton's Creek that ran up behind Wood street, in the rear of St. Vincent's Hospital, and that it crossed Church street at about the corner of Bute, and ran over to Smith's Creek at the end of one of its branches. The difference in the areas included under the two constructions was,

roughly, the whole of the Fourth Ward, that beautiful northern portion of our city inhabited by so many Afro-Americans. They say that there is, or was, a stone on the east side of Church street marking the true borough line in accordance with this last construction.

It would seem to the writer that the first contention was clearly correct under the words of the Act of 1761; but the question had been raised, and seems to have given considerable trouble, for we find that on January 2, 1804, the General Assembly passed: "An Act adding certain land of Thomas Newton to the borough of Norfolk." This Act declared that: "All the property of Thomas Newton as the same is now laid off into lots and streets, adjoining the borough of Norfolk, shall be and is hereby added to and made a part of the said borough," etc. This land lay between the two contending lines, but did not comprehend it all; so the question came up again, and was not finally settled until January 3, 1807, when the legislature referred the matter to William White, John Hancock and Thomas Calvert, Gentlemen, who were empowered to take a surveyor and run the line according to the Act of 1761. They decided in favor of the larger area, and this settled the question. The boundaries thus established continued to be the limits of the city until July 1, 1887, when Brambleton was added. They were again enlarged on February 22, 1890, by the Atlantic City annexation, which was larger than all the other wards of the city together, including Brambleton. May we all live to see the fine farms included in this ward built up into a splendid metropolis. The legislature has again this year (1902) enlarged our borders, taking in another large tract to the north of the town, including La Fayette Park.

What sort of a place was Norfolk in those early days? It was a quaint little town, with beautiful views of the water in every direction. The wealth and fashion of the borough resided on Bermuda street, the east end of Main street, Fenchurch, Holt, Chapel and other streets in that section. There are many persons living in Norfolk who have never been down Bermuda street. They ought to visit it. It is a peculiar-looking street. Originally it only extended as far west as to Chapel, and was afterward carried through to Church by a sort of lane. The narrowness of this street is due to the ideas which prevailed in ancient times when cities had walls around them, and as it cost much to build and maintain city walls, they could not take in unnecessarily large areas, and what was taken in was too valuable to be wasted in wide streets. It was easier to economize in the width of the streets than to build longer city walls. So this street represents a past age. Many of its characteristic houses have disappeared, and have been replaced by the ugly, expressionless but comfortable boxes we now build, but some of the old patriarchs yet remain. That whole section was, no doubt, handsomer in its buildings formerly than now,—one large house being pulled down and several small ones built in its place. Here lived the Boushes, Cornicks, Keelings, Hunters, Walkes, Thorogoods, Hancocks, Woodhouses, Moseleys, Chapmans, Hayneses, Whitehursts, Smiths, Drewreys, Newtons, Tatems, Herberts, Kempes, Butts, Tuckers, Cookes, Reileys, Calverts, Taylors, Seldens, Whiteheads, Wilsons and other prominent families.

The gravestones in St. Paul's Churchyard, which might be considered our earliest city directory, among many others, contain these names: Tyler, Sanders, Baker, Pollard, Macgill, Nivison, Guthrie, Hall, Lambert, Whittle, Barron, Finley, Portlock, Lamb, Couper, Armistead, Randolph, Johnston, McPherson, Slaughter, Steed, Boswell, Greenwood, Bane, Allmand, Robinson, Vickers, Holliday, Rutherford, Stark, Read, Reid, Waddey, Bell, Bowden, Thorburn, Simmons, Mercer, Lee, Good, Kerr, Triplett, Hayes, Adams, Mitchell, Davis, Williamson, Francis, Pugh, Thompson, Donaldson, Scott, King, Gray, Allan, Martin, Walker, Harris, Hodges, Bennett, Thomas, Watson, Coles and Hutchings,—names that we are more or less familiar with,

and which are borne by many of our prominent citizens to-day; and these with which we are less familiar: Begg, Hansford, Stratton, Southwick, McDowall, Abyvon, Bacon, Dale, Blaney, Bowring, Maxwell, Chandler, Dana, Duesberry, Hiort, Farmar, Cantelo, Brunet, Crommelin, Ritson, Soutter, Kighley, Patterson, Farrer, Singleton, Eilbeck, Craik, Whyt, Fleet, Henop, Ritchie, English, Sloan, Raine, Norris, Lugg, Stearns, Bragg and Gwynn. All of these will be recognized as good old English names, with a fair sprinkling of Scotch.

The style of house called the "Dutch Roof" was common in Norfolk in early days, and many are still to be seen. The writer has heard that the peculiar form of this construction, of having the roof come down over the second story, was due to a desire on the part of the owners to lighten the burden of their taxes. That there was once a law which taxed all the windows in a house below the roof, and that under these circumstances it became somewhat the fashion to minimize the number of windows which the tax-gatherer could so count. Most of the houses had good-sized gardens, the original subdivision having been into half-acre lots, that is, 105 feet by 210 in area, or eight times the size now common. These lots the owners usually took care to cover up as little as possible with their houses, preferring to build very close to the street line, and, if they could, put all the porch and front steps out on the sidewalk. In some cases these took up nearly the whole width of the pavement, to the great discomfort of the weary wayfarer, but as he had probably done the same thing himself, or knew he would, if he ever built a house, he did not complain.

Most unfortunately none of the original houses of Norfolk are extant; the walls of St. Paul's Church are the only ones which survived the conflagration which swept the town out of existence on January 1, 1776, when during the bombardment of the place by the British fleet under Lord Dunmore, the flourishing little seaport was made a smouldering heap of ashes. We have, therefore, no house older than 125 years. The population of Norfolk at that time is stated to have been over 6,000. Its trade was considerable, and its condition exceedingly prosperous. But for this crushing blow there is no telling what the size and importance of this city might not have been.

The first tract of land settled was, of course, the 50 acres sold by Nicholas Wise, Jr., in 1682. This is the "down town" of Norfolk, including all of the city south of City Hall avenue and Cove street. Its southern line was the river, which came up very nearly to Main street. We have even heard that Union street was at one time the port-warden's line. Water street certainly derived its name from the fact that it was originally a part of the river. We have no map which gives accurately the river frontage of the town, but we know enough to be able to say that the two angles in Main street were made on account of the positions of two creeks, and that this street was a road following the line of the middle of the high land. The angle near Commerce street was necessary to avoid a branch of Town Back Creek which ran in from the north, and the angle near Church street was formed to escape from a branch of the river which made up from the south. An ancient deed to property on the south side of Main street, at this point, gives us the information that this creek came up to within 363 feet of this street, which would be a point between Main and Union, Union, therefore, having been water at this point originally. Its appearance here does not particularly suggest water now. It much more suggests whiskey.

The first Court House was about the center of this tract, on Main street, at the head of old Market Square. This was used both by the county of Norfolk and the borough. The jail buildings were between it and Talbot street. Another Court House was built in 1790, on East Main street, about the corner of Nebraska (a view of this building is shown on Page 24 of this work). In 1836 an ordinance was passed providing for the filling up

of Town Back Creek, above Bank street bridge, for a public square. It was here that the present Court House was built.

The deeds to the lots for this old portion of the town, made to private persons by the county, ran from Main street down to the river on the south, and from Main street to the creeks on the north. There is at least one of these lots still held by the owners under these ancient conveyances, with a wide frontage on Main street, running back toward the north, across Plume street to City Hall avenue, then the blue waters, or black mud, of Town Back Creek. This tract is where the Academy of Music now stands. The property immediately to the west of it was also so owned until the last two or three years, when the square between Plume street and City Hall avenue was sold off.

There was no general plan of subdivision of this portion of the city into squares and lots. The streets opened through it, such as Roanoke Square, Commerce, Atlantic and Talbot streets, were opened by private persons dedicating part of their lots for that purpose. Even Church street stopped at Main, and did not go through to the water until after 1802. Old Market Square, now Commercial Place, was probably an exception, and seems to have been reserved by the authorities on account of keeping open the ferry landing at the end of it, at the old "County Dock," as it was called.

Both sides of Main street were badly cut up by a number of narrow private lanes, generally coming into the street at oblique angles. Many of these have been closed in recent years, as the property has become too valuable for commercial purposes to let these rights of way interfere with buildings.

We are told that Talbot street was the first street in the town that was paved, and Forrest, writing in 1853, is loud in praise of this magnificent thoroughfare, with its splendid houses. Think of Talbot street as paved and handsome, when Main street was in the condition of a mere country road!

Church street is our most ancient road from the city. Its whole course, general direction and angles, are controlled by the creeks which lay to the east and west of it. It began a little to the west of the first angle of Main street, and ran in a straight line in a northerly direction as far as Holt, running midway between Town Back Creek on the west and Newton's Creek on the east. There it swerved off to the west, to avoid another branch of Newton's Creek which came across it at the intersection of Charlotte. It would seem that it could not go far enough to the west to entirely get around this creek, and that the creek had to be bridged. This bridge was called "Town Bridge," a name which still clings to the locality, although the bridge and creek have both vanished. Then Church street curved over to the east again, but just far enough to escape a third branch of Newton's Creek which came up on the north side of Wood street, opposite the corner of Bute. Then this road performed a beautiful curve to the west, so as to exactly miss the head of the fourth branch of this same creek, which came up to it, opposite to the corner of Nicholson street. Then it went off to the east again so as to avoid the tail end of Glebe Creek, which came up from the west on the other side of the cemeteries. The road was now fairly out of town. It had succeeded in escaping from the borough creeks, but we know it did not get far before it had to settle accounts with Tanner's Creek.

The first thing which would strike you, going out this old road from town, would be the churchyard, just outside of the "Town Lands" in the country, at the corner of Cove street, with the old church in it—St. Paul's,—the official church, the church established and maintained by law, and as much a part of the general scheme of government as the courts of law or any other department. The present brick church was built in 1739, just three years after the charter of the borough, but this building took the place of a much more ancient edifice, which antedated it considerably, how much we do not know, nor whether that one

was the first Episcopal church building in this immediate locality, although it most probably was, as there was only a period of 57 years between the deed from Wise to the date of the present church. However that may be, we know that Rev. John Wilson was the minister here in 1637. An entry in the vestry book of 1750 allows James Pasteur to have the bricks and timber of the "Old Church" with which to build a house on the school land, wherever that might be. It would seem that these timbers should have been well seasoned when Mr. Pasteur received them, as the church must have been keeping them for 11 years, to say nothing of their previous age.

The parish of which this church was the principal house of worship was called Elizabeth River Parish. With its large graveyard it must have been one of the most striking things in or near the sttlement. It is to-day easily the most interesting historic object in the city. It stood upon land given by Samuel Boush, although this has been questioned. This must have been Mayor Boush, the first of the three of that name, but as he died in 1736, the initials "S. B." in its south wall must have been for a memorial to him; they did not refer to either of the other two, because the second Samuel Boush did not own this tract, and the ownership of the Boush tract on the part of the third arose at a later date than that of the "Old Church" above referred to. It was given to him by the will of his grandfather, the first of the name, and the property had belonged to the church for years before that time.

Although the church goes back to a very early date, none of the graves in the churchyard are earlier than 1700,—any stones there of prior dates were brought from elsewhere. Interments before that time must have been in private grounds. From about this time, however, until 1836 this was the regular cemetery of the borough.

The church was supported partly by taxes, the vestry having authority in law to levy them for its support, each taxable person being charged 33 pounds of tobacco, and in case of delay or non-payment the sheriff was ordered "to Make Distress and Sail;" partly by the hire of its slaves, the names of five of whom have come down to us: Davy, Soll, Ishmael, Sarah and Nell, their yearly hire ranging from £8 15s. for Davy to £1 10s. for Nell; and partly by the rents or produce of its Glebe, or farm, which was at one time a tract of 86 acres of land in the city here, a part of which was known to us as "The Point," the fashionable residential portion of the city. This particular glebe was sold by the vestry in 1734 and another glebe was acquired in its place. The former is often referred to as the "Old Glebe." We will say more about this tract later on. The minister was paid in tobacco, his salary being fixed by law at 16,000 pounds a year, which was the general compensation provided for ministers, just as general law now regulates the salaries of judges. The ministers belonged to the department of religion, just as the judges belonged to the department of justice. The amount of their salaries throws much light on the value of the original 50 acres bought from Nicholas Wise, he receiving, therefore, for this tract an amount equal to only five-eighths of a minister's salary for a year. The washing of the minister's surplice cost 60 pounds of tobacco. We can tell from this that the general tax of 33 pounds for the support of the church was not very oppressive.

The vestries of the church in those days were bodies of considerable power, having control over many subjects which we would now consider purely political. They exercised the chief authority in the parish; they apportioned the parish taxes; they appointed the churchwardens; presented the minister for induction into office; and acted as overseers of the poor. They were an oligarchical body, having power to fill vacancies in their own number. This form of church government continued up to the Revolution. Rev. Thomas Davis was the rector of St. Paul's when, on January 1, 1776,

the 24-pound shot was fired into the wall from the frigate "Liverpool," and the church was burned with the rest of the town, only its walls remaining.

The success of the Revolution swept away the legal establishment of the church and the powers of its vestries. They were disliked by those not regular members of the Episcopal Church, and were considered incompatible with republican principles and with the freedom of conscience and religion. Its glebes were confiscated by the State of Virginia, as being a portion of the property of the British Crown, to whose rights, by virtue of the result of the war, the State had succeeded, and were granted out again by the State to private persons. For this unjustifiable proceeding Thomas Jefferson, then in full power in Virginia, has been generally held responsible. The glebes should have been allowed to remain the property of the congregations, for the support of their churches, though disestablished, as much so as the church buildings themselves. But this view, although strenuously insisted upon, and urged in the highest court, was not allowed to prevail.

The church building was restored by the year 1785. A few years later a deplorable dispute arose between rival factions for its control and possession. Two parsons claimed it as theirs,—Mr. Whitehead and Mr. Bland. They divided the services, one appearing in the morning and the other in the evening. Mr. Whitehead finally withdrew from the unseemly contest, and left the church in possession of his unworthy rival, who was much more of a sporting character than an orthodox minister. We are not surprised to hear that within a short time after this the church fell into decay and was abandoned by its congregation. It was even occupied for a while by a colored Baptist congregation. It was at this time that Christ Church was founded by the Episcopalians, the original building of this church having been erected about 1800. St. Paul's came back again into the possession of its former owners in 1832, when it was repaired and reconsecrated, and entered upon a new course of usefulness.

Shorn of her power to tax, despoiled of her slaves and robbed of her Glebe, she continues to our day, more beautiful than ever before, a potent factor in the spiritual life of our city. Mantled with ivy and shaded by elms, the Old Church keeps guard over the dead of past generations sleeping within her quiet fold, and watches over hundreds of to-day who love her for her present and her past. Well may we say of her: *"Esto perpetua."*

In pursuing our walk out the main road we would find that Old Norfolk was divided into eight parts. There was, first, the 50 acres of the original town,—these we have left behind us; then there were six distinct tracts which we would pass, three on each side of the road; and lastly, there was the "Old Glebe," to the west, not on the road but far off in the country and quite out of the way. The three tracts on the west side of the road were the Samuel Boush tract, "Smith's Other Land," and the Newton property; the three on the east were the Walke property, the Wilson Newton tract and "Boush's Pasture."

The largest of these was the Boush tract. This magnificent piece of property began at the corner of Cove and Church, at St. Paul's Church, ran northerly up Church to Bute, westwardly up Bute to a stone in its northern side, which may be seen to this day in the sidewalk opposite the house numbered 276, then southerly midway between Boush and Duke streets to Town Back Creek, and eastwardly up its channel, or south side, to Cove street, and along it to Church street. In area it was 98 acres, and was granted by the Colony of Virginia, acting through Nathaniel Bacon, its Governor, on April 16, 1690, to William Porteen, in consideration of his having imported two persons into the Colony. As he was entitled to 50 acres for each imported person, we wonder how Mr. Porteen was finally satisfied for those two-fiftieths of a person im-

ported which was not settled for by this tract of only 98 acres.

Porteen, we are told, had become the owner of the 150 acres left over from Nicholas Wise's 200, Wise having sold to Charles Wilder, and Wilder having sold to Porteen, and he is said to have obtained one patent for all, his own 98 and the 150 he had purchased, and had them included in a patent for 248 acres. This is said to have included the 98 acres of the Samuel Boush property, 86 acres of the "Old Glebe," and 64 acres of what we can only call "Smith's Other Land," for want of a better name. But it is clear to the writer that the patent stated as that which covers these three tracts only includes the Boush property, the title to the other 150 acres, no doubt, really rests on the original patent to Wise, although Porteen may have afterward gotten another patent for all the 248 acres together, but we have never seen this patent.

This Samuel Boush tract of 98 acres included the whole or a part of these streets: Boush, Granby, Brewer, Bank, Cumberland, the west side of Church from Cove to Bute, the south side of Bute, Charlotte, Freemason, College Place and Washington street. On this property is built a large number of the oldest and handsomest residences in the city, and the value of the tract to-day would have to be expressed in millions. It includes the Granby Theater, the Monticello Hotel, stately dwellings, nearly all our churches and many of our stores. The legal right to all of this rests upon the following chain of title:

Colony of Virginia to William Porteen, patent, April 16, 1690.

William Porteen, descent to Daniel Porteen, his son.

Daniel Porteen's executor, sale to Maximilian Boush.

Maximilian Boush, sale to Samuel Boush, mayor.

Samuel Boush, by will to his grandson, Samuel Boush, the third.

The land is thus described in the patent from the Colony to William Porteen:

"Beginning at a marked cedar on a point near the mouth of the Back Creek, being a corner tree of the town bounds (that is, at Town Point), and crossing over the creek to a white oak on the Glebe land (this must have been at the water's edge, midway between Boush and Duke streets), thence bounding on the Glebe land North-North-East 94 poles (1,551 feet) to a white oak (this point is now marked by the stone above referred to in the north side of Bute street, opposite No. 276), thence on the Glebe land, East by South 82 poles (1,353 feet) to a pine (this was at the corner of Brewer and Bute), thence on the land of Adams, East by South 111 poles (1,831 feet) to a dog-wood, thence 18 poles (297 feet, bringing the line up to Church street), thence crossing over to a chincopin, another corner of the town land (this is believed to take the line down Church street to Cove), thence bounding on the bounds of the town land according to the courses thereof to the first mentioned cedar (that is, up Town Back Creek to Town Point, the place of beginning)."

The difficulties in interpreting these old deeds do not arise only on account of their antiquity. There were some contradictions and confusions in them from the beginning. The patent given above as of 248 acres to William Porteen is spoken of as "inclusive;" we have already stated that we do not think this was correct, and this is proved to be so by the statement in that patent that it was for the importation of *two* persons, which would include 98 acres, but not 248. Again, what becomes of the patent for 200 acres to Willoughby, the first of them all? That took in the water front of the 50 acres, and went back "East-North-East into the woods," and would seem necessarily to have included in its boundaries this 98 acres of Porteen's patent, to say nothing of his "inclusive patent" for the 248 acres, if such ever existed. Again, we are told that the Walke plan, of which we will speak later, was a part of this balance of 150 acres once due to Wise, and sold to Porteen. On the whole, it would seem that these 200 acres were very much like the oil in the widow's cruse.

Without stopping longer to unravel all

the questions which might be raised as to the wording of these interesting documents, we know that this Boush tract of 98 acres came down, by the above chain of title, to the third Samuel Boush. He had a plat made of it by Gershom Nimmo, in 1762; laid it off into squares and lots, and sold a large portion of it. These lots were of generous size, and determine the lines of most of the property within its area at the present day, although they have been very generally subdivided by the owners into smaller and smaller lots, as their increasing value demands and modern conveniences permit. With a map showing the shape of this tract and the branches of Town Back Creek before us, we can easily understand why the streets on it run as they do. The west line of the tract we might call its rear. It runs from the creek up to Bute street, equally distant from Boush and Duke. Starting with this, we can easily see why Boush street runs as it does. It is placed parallel to this rear line, and 160 feet from it, to give proper depth to the lots fronting on Boush. This street ran into Town Back Creek at about the distance of two squares below College Place, once called Green Boush street, and, later, Washington. The "Father of his Country" was not so well known when Green Boush street was first named. Then comes Granby, duly parallel with Boush, and stopping at the creek on the same line with it. Then comes Brewer, also parallel, but running into the creek much sooner, and stopping before it had done more than just get down to Wolfe street, that wretched, little, crooked and narrow lane unworthy of the great hero for whom it was named. When we come to Bank street, however, we have a variation. It was originally named Catharine, after Mr. Boush's wife. It does not run parallel with the other streets because it was placed so that it could go down as far as it could on a point of land between two branches of the creek, and was placed so as to give proper depth for lots on both sides. It stopped finally at the main body of the creek, about the corner of Cove. Having now broken into the parallelism determined by the rear line, Cumberland is run at a different angle, and as nearly parallel to Church street as the crookedness of that old creek-ridden road would allow any straight line to run parallel to it. Coming now to the cross streets, Bute was run along the northern line of the property. Charlotte was run so as to make right angles with Boush, Granby and Brewer, but in so doing it had to run obliquely with Bute, and form the "Flat Iron" triangle, usually called a "Square," bounded by Bute, Granby and Charlotte. Then Knight, afterward Grafton, and then Mason or Freemason, was run parallel to Charlotte. Green Boush came next, duly parallel with Freemason, while the Wolfe part of that street dodged around among the branches of the creek in a thoroughly disorderly manner. Had Mr. Boush anticipated what the future held in store for the city of Norfolk, and that this creek would disappear from the face of the earth and the city market be placed here, he would have saved the city an immense sum by making this a broad and straight street. And it would have cost him nothing to have done it. One branch of the creek ran up behind Granby street until it crossed over Freemason. Its position is marked to this day by the depression in that street between Granby street and Monticello avenue. Another branch cut off poor Wolfe street again between Bank and Cumberland, about where Avon comes into it. Such was the platting of the Boush property. If we had had to do it ourselves it is more than doubtful if we could have done it any better. At least it could be used as an argument against the blind cow theory.

Right here it might be well to say that most, if not all, of the old creeks can be easily recognized by the depressions of the land today. They were probably never filled up any too well to begin with, and then settlement invariably took place. Our soil is so level that wherever you see any easily perceptible downgrade you may be sure that at the bottom of it and well up the sides there formerly was a

creek. A fine illustration of this is seen on both sides of the corner of Wood and Chapel streets. Wood street is on a high ridge of land, which ran out between two branches of Newton's Creek. Looking up and down Chapel street from that corner it runs rapidly down hill in both directions. No creeks are to be seen there now, but the old plats show them to us, corresponding exactly with the depressions of the street to-day. The depressions of the present are the creeks of the past. Other instances are found at the corner of York and Dunmore; the corner of Freemason and Thomas; Granby street near the old "Stone Bridge;" the corner of Cove and Bank, and many others. It is these old creek beds that our high tides come over. They never affect what was originally high land.

Samuel Boush, the owner of this valuable property, valuable even in those early days, sold a large portion of it, but at his death there still remained a very considerable quantity which he still owned. This he divided by his will, lot by lot, according to the numbers of his plan, between his three sons, John, Robert and William. John was mayor of the town in 1791, as his great-grandfather had been before him. He built for his home, on the old family property, the fine old house on Granby street, afterwards the property of Conway Whittle, and later of Governor Tazewell, but did not live to occupy it. Its large and beautiful grounds, bounded by Granby street, College Place and Boush street, with the creek to the south, comprised 10 of the lots on the original plan. Robert built for his home, on the same tract, in the year 1800, the house numbered 122 Boush street, with the large live oak in front of it, near College Place, and lived there until his death in 1809. The Boushes were very numerous and influential, socially and politically. They owned much other land in the city and county, and the early records are full of their transactions. Their descendants comprise a large part of the most prominent families in the city, but there are very few who bear that name, as they are mainly descended from the female branches of the family.

Northwest of, and partially enveloping the Boush property, was the "Old Glebe." It is a beautiful tract of land, worth millions of dollars. It began at the stone on Bute street in front of the house numbered 276, and ran south between Duke and Boush, coinciding with the western line of the Boush tract, to Town Beck Creek, then going west and north, it swept around "The Point," going, after leaving the river, eastwardly up Glebe Creek to the head of one of its small branches which made in to the south between Magazine lane and Granby street, as it is now extended; then it ran southeastwardly in a straight line to the corner of Brewer and Bute streets, at a very oblique angle with Bute street; then westwardly along the north side of Bute street back to the stone. The old deeds inform us that the stone takes the place of "a marked tree," or "a white oak;" and that at the corner of Brewer and Bute there was "a marked tree," or "a pine," and that the line from the head of the branch of the creek was along "a line of marked trees," as was also the line along Bute. This tract contained 86 acres.

We believe that the following is the legal chain of title by which this magnificent piece of property is now held, which comprehends the most beautiful residential portion of the old part of the city:

The Colony of Virginia to Capt. Thomas Willoughby, patent for 200 acres, 1636.

Thomas Willoughby, sale to John Watkins, 1644.

John Watkins, sale to John Norwood.

John Norwood, to Peter Michaelson, and others, sale, 1662.

Peter Michaelson to Lewis Vandermull, sale.

Lewis Vandermull to Nicholas Wise, Sr., sale.

Nicholas Wise, Sr., to Nicholas Wise, Jr., descent.

Nicholas Wise, Jr., to Charles Wilder, sale, 150 acres.

Charles Wilder to William Porteen, sale.

William Porteen to Daniel Porteen, descent.

Daniel Porteen, or his executors, to the vestry of Elizabeth River Parish, sale, 86 acres.

Vestry to Samuel Smith, sale, January 17, 1734, Deed Book 12, Norfolk County Clerk's office, Page 33.

Samuel Smith to John Smith, descent.

John Smith to Josiah Smith, sale, 1747,—Deed Book 14, Page 107.

Josiah Smith to John Smith, will,—Will Book 1, Page 55.

This last John Smith, "Gentleman,"—as he always took pains to tell us in his deeds,—sold the property off in lots of various sizes, as purchasers wished them. A plan of the property had been made by Col. Lemuel Newton, on November 10, 1710, and that plan and John Smith's deeds determine the shapes and sizes of all the lots on the whole or part of these streets: Botetourt, Dunmore, Suffolk or Yarmouth, as it was afterward called, Duke, the northern half of Boush, the western end of Queen, the southern end of James, the whole of York, and the western part of Bute and Freemason. The dates of his deeds are from about 1767 to 1800.

Let us see if we can follow the plan by which this property was laid off into streets. Beginning at the western end, it is perfectly regular, and all the streets cross each other at right angles until you come to Duke. The northern part of this is still regular, but the part south of Bute is at an oblique angle. There are two good reasons for this: The fact that the line of the Glebe property here was oblique, and the position of the creek which runs up on the west of this street. So this part of the street is also run parallel to the same line by which Boush street was run, and at such a distance from it as to give a reasonable depth to the lots on each side, on the east back to the Boush property and on the west back to this little creek, Glebe Cove, as it was called. But Mr. Smith was evidently ashamed of making this angle in this street, so, in order to have only straight streets on his plan, he actually gave these two parts different names. The northern part he called Princess and the southern part he called Duke.

At Bute street there is an angle in Boush street. This is due to the fact that these parts of Boush street are on different tracts. They also had different names, the northern part being called Amelia street. This northern part was on the Glebe tract and maintained the parallelism established by the other north and south streets on that plan, while the southern part was on the Boush plan, and ran parallel to its own back line.

The angle in Freemason street occurred just in the middle of the head of Glebe Cove, which completely cut the street in two, crossed it and ran into the middle of the square toward Bute, and, branching, also ran down toward Duke. West of this angle Freemason street is parallel to the east and west streets of the Glebe property. Its direction east of this angle was such as to make it coincide with, and form a continuation of, the Freemason street as laid out on the Boush plan.

The northern part of Boush, or Amelia, street stopped at a little branch of Glebe Creek, which cut its career short a little beyond the corner of Queen. Duke got but little further. As for Brown, Dartmouth and Grace streets, they were not so much as heard of in those days.

Such was the platting of the "Old Glebe." How difficult it is for us in these days, never having known this property in any other state than as a handsome, well-built-up portion of the city, to think of it as a farm. Beautiful houses have long since taken the place of the corn stalks and tobacco plants; streets and trolley poles have supplanted the marked white oak trees, but it is the same old property nevertheless.

Before we describe the other tracts let us say one parting word about our old friend,—Town Back Creek,—which bordered, in part, the three tracts which we have discussed. Its full name is preserved to us in the plat of the Glebe land, although it is more frequently spoken of simply as 'Back Creek," for the sake of brevity. It includes everything west of Granby street, out to the river, between the old Newton house at the corner of Granby and Plume, and the high ground of the Tazewell property. Then it stretched eastwardly nearly to Church street, and northwardly across Freemason, near the corner of Granby. The following prominent buildings are erected in its formerly watery domain: The Monticello

Hotel, the Haddington building, the City Market and Armory, the Ohef Sholom Temple, the church at the corner of Freemason and Granby, the United States Post Office, the Court House and the city jails. We are told that it "ebbed bare," and in 1765 was said to have never "been possessioned in the memory of man." To-day it has ebbed bare once for all, is very thoroughly possessioned, and is worth millions of dollars, although there are men yet living who remember not only soft crabbing, swimming and rowing in it, but even shooting wild ducks in its waters. It was crossed by two bridges, the old "Stone Bridge," near the Monticello Hotel, and by a wooden bridge on Bank street, near the Court House. It is responsible for the break in the eastern line of Granby street, at City Hall avenue, and for the angles in Brewer and Bank streets, which angles were formed by the misjoinder of streets on the Boush plan to streets on the Town Lands. The old creek has gone, but on April 7, 1889, it rose once more in its might and stood three feet deep in the street at the jail building on the corner of Avon and Cove,—Town Back Creek had reclaimed its own.

Another of the eight original tracts, as we might call them, is "Smith's Other Land." This name is not official, but the deeds to the Glebe property speak of it in this way, and we have adopted the description for want of a better. The Smith referred to was Samuel Smith, a great man in his day, being both a vestryman and mayor, and it was in the deed of the Glebe property to him that its eastern boundary was spoken of as being a line running along "the said Smith's other land." It was a tract of 64 acres, through the middle of which ran Queen street. It fronted on Church street from Bute to about half a square beyond Queen, at which point it left Church street at an oblique angle, and was bounded on the north by the Thomas Newton property and a branch of Glebe Creek. It was bounded on the west by the Glebe property, and south by Bute street. It has been built on in large part with houses occupied by colored people. One of the remarkable things about it is the extent of a branch of Glebe Creek which was, in part, its northern boundary. This branch, which is in our days represented by the marsh between Granby street, extended, and James, and which is being rapidly filled up, then extended across James, Brewer, Cumberland and Hawk streets and stopped in the square between Hawk and Smith. Its course is still marked by a ditch or drain. Another thing worthy of notice was a colored cemetery at the southwest corner of Hawk and Scott streets. It included nearly the whole of Queen, a third of the north side of Bute, nearest to Church, a square and a half on Church, and parts of James, Smith, Bank and Hawk.

The chain of title to this property is believed to be as follows:

The same as that of the Glebe from the patent from the Colony of Virginia to William Porteen.

William Porteen, or Daniel Porteen, or his executors, to Adams, sale, 64 acres, being the original 200 *minus* the 50 of the Town Lands, *minus* the 86 of the Glebe land.

Adams to Samuel Smith, sale.

Samuel Smith to John Smith, descent.

John Smith to Josiah Smith, sale.

Josiah Smith to John Smith and James Hutchings, executors, power of sale by his will,—Will Book 1, County office, Page 53, probated January, 1761.

Josiah Smith directed his executors that: "What shall remain of a tract or parcel of land unsold at my decease lying and being on the main road (that is Church street) near the Borough of Norfolk, containing at first by a survey and plan of the same 56 acres (we think this should have been 64 acres), be laid off into lots or half-acres, and be sold at the discretion of my executors."

In pursuance of this power, the two executors made sale of the land by a plat carefully drawn so as to have as few right angles in it as possible. We find from the deeds the following purchasers, Richard Scott, William Aitchison, C. Calvert, J. Calvert, S. Calvert, W. Brambles, B. Knight, P. Carberry, W. Orange, N. Wonycutt, E. Archer, S. Bacon, P. Dale, M. Calvert, P. Loyall, G. Abyvon,

William Bradley, J. Hutchings, A. Gordon, S. Westcott, W. Ferrall, E. Moseley, F. Ferrall, N. Bagel and M. Robertson. We wonder how many of their descendants own any part of it to-day. That there are some we do not doubt, but whether owned by their descendants or not, these are the purchasers under whom the present owners claim.

North of "Smith's Other Land" lies the property owned we know from 1775 to 1804 by Col. Thomas Newton. It was of irregular shape, fronting on the old Church street road about the distance of a square and a half, beginning where that other tract of Smith stopped and running about a half square north of Nicholson street, named in honor of the governor. Away out here in the country we have at last gotten out of the range of those elastic 200 acres of Nicholas Wise, and we are now on land covered by another patent,—one granted by the Colony of Virginia, acting through Sir William Berkeley, its Governor, of historic fame, to Abraham Ellet, on March 25, 1664, for 250 acres, in consideration of his having gone to the trouble and expense of importing five persons into the Colony, and to its presumed advantage. We will give this patent in full in connection with another tract whose title we know better. The chain of title from this first owner to Colonel Newton is unknown to the writer. This tract embraced a large number of small squares, and takes in the whole or part of these streets: Nicholson, Scott, Liberty, Salter, Jefferson, Cumberland, Hawk and Smith. It is an unattractive portion of the town, and is occupied principally by colored persons.

We have now described all the land lying on the west side of the "Old Road." Let us go back to town and see about the lands which lay on the east side.

On the right hand side, going out from town, and opposite the Boush tract, we first see the magnificent Walke property. This piece of land began on Church street at the corner of Cove, and ran up Church all the way to Wood street, then down Wood to Newton's Creek, and down that creek to its first branch, now the site of Cove street, and up that branch back to Church. It would seem that a large piece of the "Town Lands" must have been purchased and added to this tract, extending it even down to Main street, and taking in the two squares on the north side of Main to Chapel. We do not see how this could have been its original area, as we believe this little part was a portion of the original 50 acres of the "Town Lands." But, at any rate, the Walke plan, as made in 1785, ran all the way from Main to Wood.

In the earlier part of the history of the town this was a very fashionable section, some of our oldest and finest residences being here, conspicuous among them the imposing Riley residence, at the northeast corner of Riley and Holt streets, at one time known as "The Retreat for the Sick," with its large grounds, paved walks and trees, all protected by massive brick walls. This Walke property takes in all of Fenchurch, Riley, Walke, Falkland, Mariner and Holt streets, the eastern end of Charlotte and a large part of Chapel. Like other tracts we have mentioned, its value today is millions of dollars.

The chain of title to this land, we are told, is the same as that of the Glebe, given above, down to the time of William Porteen, who is said to have sold it to Anthony Walke. At least, so Forrest tells us in his history of Norfolk. But right here we have difficulty in finding any room for this tract in the 200 acres of Wise, for these appear to be all taken up in the "Town Lands," the Glebe and "Smith's Other Land," but it is clearly included in the patent given above to John Watkins, in 1644. We are also told by Forrest that a large part of this property remained in this family for more than a century. In 1785 a plat was made of the property for the purpose of division among the heirs of the last owner. The old Walke house, we have been told, is still to be seen on this property,—it is a brick house (recently altered considerably, and its ancient appearance somewhat oblit-

erated by stucco), at the northeast corner of Holt and Chapel streets, standing about in the middle of the tract.

Pursuing our journey from town, and leaving the Walke tract at the corner of Church and Wood, we next notice the land on which is St. Vincent's Hospital. The writer knows very little about this tract. It stretched along the eastern side of Church street from Wood all the way up to a point opposite the corner of Nicholson. The origin of this title seems to be very obscure, and has given great trouble to title examiners. It was most likely a portion of the Abraham Ellet patent. In the year 1775 it was the property of Wilson Newton, and it is no doubt from this fact, and for the reason that the property north of it also belonged to the Newtons from 1719 to 1838, that the creek, which we have so often mentioned, took its name. This creek formed the eastern, and a branch of it the northern, boundary of this tract. The Newtons, it will be seen, thus owned the western side of this creek from Princess Anne avenue to Wood street. No plat was ever made of this property. It was rather low and marshy. Streets were opened through it as the needs of the community required, at different times and in an irregular manner. Those now on this property are Newton, Pulaski, Master, part of Chapel, Clay, Moseley, Queen, between Church street and Brambleton avenue; Burruss, Jones and Bute street, extended.

The last tract which we will notice out here in the country is the Charles Sayer Boush property. This stretched along the east side of the old road from the Wilson Newton property, beginning at a branch of Newton's Creek which came up to Church street opposite the corner of Nicholson, all the way to Princess Anne avenue, ran out that ancient road to the head of Newton's Creek, and down that creek to the branch which runs up to Church street.

The original patent for the tract of land of 250 acres, which includes this piece, the property of Col. Thomas Newton, that of Wilson Newton, and, no doubt, other property in the northern part of the old town, is as follows: "To all, &c., Whereas, &c., now Know ye, that the said William Berkeley, Knight, Governor, &c., give and grant unto Abraham Ellet 250 acres of land situate, lying or being in the County of Lower Norfolk—Beginning at a Spanish oak and so running for lengths northerly upon the land of William Ship and for breadth westerly crossing a small creek butting on the Gleabe lands, and so again for lengths southerly upon a small creek and so easterly to the first mentioned marked tree bounding the said quantity of land. The said land being due unto the said Abraham Ellet by and for the transportation of five persons, &c."

The clearness of this patent should have entitled Sir William to immortality, even if he had not had it thrust upon him by Nathaniel Bacon. For impenetrable fogginess and hopeless incomprehensibility this patent should take the first prize at a conveyance show. It serves to confuse us, without illuminating us, and to bring into question some of our former conclusions, which, but for this patent, seem pretty clear. It seems a hopeless task to attempt to follow its elusive descriptions. If we only knew where the Spanish oak was, or the land of William Ship, a little more definitely than merely that they were in the county of Lower Norfolk, we might do something with this description. We learn from it, however, that it was not the earliest patent in that portion of the suburbs, for in running "northerly upon the land of William Ship" we see that he must have already acquired an adjoining tract to the east. It serves to confuse our other deductions when the patent says: "And for breadth westerly crossing a small creek *butting on the Gleabe lands.*" Does this mean that this 250-acre tract itself "butted on the Gleabe lands," or that it crossed a creek which "butted" on those lands? If the land itself "butted" on the Glebe lands, this tract must include the "Smith's Other Land" tract, and our early chain of title to that tract be wrong. But we think it means that it crossed a creek, which creek "butted" on the Glebe lands. The

crossing of any branch of Glebe or Smith's Creek would satisfy this requirement. On the whole, we think it is better to give up the attempt to follow these lines, and rejoice that old Sir William had all the trouble which Bacon gave him. He richly deserved it, on account of this patent if nothing else. Of course we know in a general way where these 250 acres are, because we know they included this tract of Charles Sayer Boush—his chain of title establishes that—and that they stretched toward the west, coming into contact with creeks near the Glebe lands. No locality in Lower Norfolk County satisfies these requirements except the northern part of Church street.

This tract of land was formerly called "Boush's Pasture," and was, in large part, of a marshy nature. It was platted in 1775, the owner being apparently very proud of owning it, for he gives each of his names to streets upon it. Besides its considerable frontage on Church and Princess Anne avenue, it comprehended the whole or parts of these streets: Charles, Sayer, Boush, Calvert, Wide and Landing. But alas for human plans! Their innocent device to render his name immortal has been cruelly defeated by the heartless City Councils. Sayer has been changed to Chapel, and Boush to Henry, leaving only the name of Charles, the least significant of the three.

The plat of this property has a grewsome picture on it representing a poor wretch dangling from a gallows erected across the avenue, near the corner of the two old roads, and indicating that as the place of public execution. The geographical position of Princess Anne avenue is shown by this plat to be determined by the length of Newton's Creek, this road being the first route to the east which could be taken without bridging this creek. This plat also tells us that at the south end of Landing street "a large loaded flat may come here." This fine landing, on such deep water, is about half a square south of the corner of Calvert and Landing, and is pretty firm land now. This plat is really a very gossiping little map. It tells us a good many interesting things, among others that at that time there was a "Tann Yard" at the northeast corner of the two old roads; that the land on the other side of Princess Anne avenue was owned by Samuel Farmer, and that on the other side of Newton's Creek by John Freeman, that to the south by Wilson Newton, and on the other side of Church street that George Abyvon, John Pool and Thomas Newton held sway. But, after all, this property is not an attractive portion of the town, and is largely occupied by the colored race. We know its title, however, fairly well. It is as follows:

The Colony of Virginia to Abraham Ellet, patent, March 25, 1664.

Abraham Ellet to Sarah Ellet, will,—Book of Wills and Deeds, No. 4, Page 16.

Sarah Ellet to Alice Denise, sale.

Alice Denise to William Newman, sale.

William Newman to Thomas Norris, sale,—Deed Book 4, Page 100.

Thomas Norris to Thomas Brink, sale,—Deed Book 4, Page 209, 50 acres, a part of the property.

Thomas Brink to William Porteen, sale,—Deed Book 5, Page 83, the above 50 acres.

Thomas Norris to William Porteen, sale,—the other 50 acres of a 100-acre tract cut off from the original 250.

William Porteen to Lemuel Newton, sale,—Deed Book for 1710-1723, Page 171.

Lemuel Newton to Nathaniel Newton, descent.

Nathaniel Newton to Col. Samuel Boush, sale, January 20, 1738.—Deed Book 12, Page 266.

Col. Samuel Boush to Charles Sayer Boush, will,—Will Book 1, Page 37.

This last owner platted the land, and subdivided it into lots in September, 1775, and sold it to various persons, among whom we find the names of John James, James Marsden, James Holt, William Holmes, William Row, Christopher Calvert, Nathaniel and Arthur Boush and James Theloble.

As in the case of Town Back Creek, we owed much of our information to a dispute about ownership; here again we are indebted to a law suit for a part of this property, for the above chain of title, it having been worked out by Judge W. H. Burrows, one of the counsel in the case.

The three patents given in this essay account for 548 acres of the old town. The

acreage of high land in the four old wards of the city is computed at 665 acres. We think that the 117 acres, the difference between these figures, would be accounted for by the filling up of the river and creeks which has taken place, and believe we have in these early transactions the foundation of the present ownership of all the land in the city.

Before we close we must say a word about the personnel of those early landowners. They were of the first dignity and importance in the community. The list of the mayors of the town contains the names of many of those whom we have had occasion to mention in this chapter. At the head stands Samuel Boush, mayor in 1736; then came George Newton, 1736; John Hutchings, 1737; Samuel Smith, 1740; Josiah Smith, 1741; Thomas Newton, 1747; Wilson Newton, 1751; Paul Lovall, 1762; George Abyvon, 1767; Cornelius Calvert, 1768; and John Boush, 1791. Many of these were elected more than once, the term of office being one year. The ownership of land at an early day, and for long afterward, was a prerequisite to the right to vote, and its control carried with it a good deal of consideration.

Whether the object sought in founding the city of Norfolk was accomplished or not; that is, whether the price of tobacco was thereby increased, we do not know. We very much doubt it. We know that most of the 20 towns founded at that time are now no more, and are prepared to believe that long before its demonetization the value of the weed steadily declined. But of this we are sure, that a city was thereby founded which is celebrated for its amenities, and which has a vigorous and healthy growth, and that its existence has been, and is, a blessing to thousands of our fellow beings.

C. Whittle Sams.

The first Council under the charter of the borough of Norfolk organized on the 18th day of November, 1736. Sir John Randolph, Knight, qualified as recorder, George Newton, John Hutchings, Robert Tucker, John Taylor, Samuel Smith, Jr., James Ivy and Alexander Campbell, Gents., qualified as aldermen. Samuel Boush, designated by the charter as mayor, being dead, George Newton was unanimously chosen to fill the vacancy. Maj. David O'Sheal was appointed deputy recorder. Other aldermen between the above mentioned date and 1789 were: Josiah Smith, John Phripp, John Ellegood, Edward Pugh, Thomas Newton, John Tucker, Wilson Newton, Christopher Perkins, George Abyvon, Richard Kelsick, Paul Loyall, Charles Thomas, Archibald Campbell, Lewis Hansford, Maximilian Calvert, William Atkinson, Cornelius Calvert, Bassett Moseley, George Kelly, Thomas Mathews and Paul Proby. Alexander McPherson was the first clerk of the market; Aldermen Samuel Smith and Alexander Campbell intending to remove to Europe, resigned on the 24th day of June, 1742. On the 15th day of August, William Nimmo was chosen recorder in place of Col. David O'Sheal, deceased, and on the 22d of August, 1748, Peyton Randolph was chosen recorder in place of William Nimmo, deceased; Anthony Lawson was elected deputy recorder on July 17, 1766. Henry Tazewell, father of Governor Tazewell, was made recorder August 19, 1782.

The American Gazeteer, published in Boston in 1797, and represented to contain "reliable accounts of Richmond, Petersburg and Norfolk," as they were at that day, has the following paragraph in reference to Norfolk:

"Norfolk is the most considerable commercial town in Virginia. It was burned on the 1st of January, 1776, by the 'Liverpool' man-of-war, by order of the British Governor, Lord Dunmore, and the loss amounted to £300,000 sterling. The town now contains about 500 dwelling-houses, a Court House, a Gaol, an Episcopal and Methodist Church, and an academy. In 1790 it contained 2,959 inhabitants, including 1,294 slaves. The town is governed by a mayor and five aldermen. It carries on a brisk trade with the West Indies, Europe and the different States, and consti-

tutes with Portsmouth a port of entry. The exports for one year (1794) amounted to $1,660,752. A canal 16 miles in lengh is now cutting from the north branch of Albemarle Sound in North Carolina to the waters of the Southern Branch of the Elizabeth River. It will communicate with the Elizabeth River nine miles from Norfolk. Merchant vessels of the largest size may go within a mile from the mouth of the canal, and here the water being fresh, the worm which does such damage to vessels in Norfolk and Portsmouth will not affect them."

NORFOLK AS A CITY.

On the 11th of February, 1845, Norfolk ceased to be a "borough," and by virtue of the amended charter of that date became a "city." During the year following the increase in real estate was $121,048, and the tonnage entered and cleared at the Custom House showed a gain of 100 per cent. In 1847 the famine in Ireland produced an extraordinary demand for corn, and the exports of this article from Norfolk were very great and profitable. In 1847, to the ever memorable year of 1855, Norfolk advanced slowly but steadily, and a revived prosperity was evident. The summer of the latter year brought upon the city the most terrible visitation that ever affected an American city and in three months converted Norfolk and Portsmouth into charnel houses. The dread disease was *imported;* it was not *indigenous.* Since then, by means of proper precautions learned at dear cost, Norfolk has been free from pestilence, and its health record will compare favorably with any city in the country.

From 1855 to 1861, the beginning of the Confederate War, the people engaged bravely in the work of recuperating the shattered fortunes and enrgies, and in 1860 had again taken up the thread of the lost trade, and with splendid and commendable energy were pushing their connections to the South and West. But the war stopped all this and brought on another complete suspension of business and stopped all commercial operations. Four years of war drove out from their counting-rooms and warehouses, their stores and workshops, the business men of the community. They laid down their business to take up arms in behalf of their State, and those who returned after the war found their capital impaired, their trade gone, their places of business and their private residences occupied by strangers, and in many instances themselves penniless and their families homeless.

They went to work with a determination to rebuild their shattered fortunes and to make Norfolk more prominent than she had ever been before to the commerce of the country. Day and day they toiled, year and year they worked, and each day and each year the trade and building exhibit showed an increase over the previous one.

The value of imports in 1900 was $222,-058.98. In 1900 1,805 vessels were required to transport coal from this port. (The first car-load of Pocahontas coal arrived over the Norfolk & Western Railway,—New River division,—on the 17th of March, 1883.) Over 700 steamships and 1,900 other vessels cleared from this port for foreign ports during the year 1900. For coastwise trade during the same year 2,353 vessels cleared from the Custom House. The total tonnage of vessels entered and cleared from this port during 1900 was 11,134,134; cargo tonnage, 19,484,734.

An idea of what the growth of the city has made necessary in the erection of new buildings may be gathered from the following comparative statement of buildings erected for a period of 11 years past:

Year.	Brick.	Frame.	Total.	Value (est.)
1890	79	71	150	$ 375,000
1891	93	77	170	402,000
1892	78	139	217	425,000
1893	173	126	299	550,000
1894	189	252	441	951,858
1895	130	170	300	649,000
1896	108	140	248	434,400
1897	63	75	138	760,000
1898	136	98	234	1,220,000
1899	197	150	347	895,150
1900	193	143	336	1,230,560

The United States Census Bureau report of the manufacturing industries of Norfolk in 1900 is as follows:

Establishments	445
Capital	$6,425,099
Increase in 10 years	88 per cent
Value of products	$9,397,355
Increase in 10 years	84 per cent
Average number of wage earners	4,334
Total wages	$1,571,229
Miscellaneous expenses	701,597
Cost of materials used	5,283,975

This outline unfolds the splendid destiny of Norfolk, and the recent growth is only the beginning of a great continental emporium. The predictions of the great scientist, Commodore Mathew F. Maury, are rapidly materializing. He observed that "Norfolk is in a position to have commanded the business of the Atlantic seaboard. It is midway the coast. It has a back country of great fertility and resources, and as to the approaches from the ocean, there is no harbor from the St. Johns to the Rio Grande which has the same facility for ingress and egress, at all times and in all weathers. The waters flowing by it into the sea separate the producing from the consuming—the agricultural from the manufacturing States of the Atlantic slope; and there unite the channels that lead from the famous regions in the country for corn, wheat and tobacco to the marts of commerce. * * * The natural advantages of the position will be obvious to anyone who will compare the back country in Norfolk with that of New York. The country drained by the Hudson is all the back country which naturally belongs to New York. But the back country of Norfolk is all that which is drained by the Chesapeake Bay —embraced by a line drawn along the ridge between the Delaware and Chesapeake, thence northwardly, including all of Pennsylvania that is in the valley of the Susquehanna—all of Maryland this side of the mountains—the valleys of the Potomac, Rappahannock, York and James rivers—with the valley of the Roanoke and a great part of the State of North Carolina whose only outlet to the sea is by way of Norfolk. * * * Virginia saw those advantages and *slept upon them.* Nature had placed them there, and she did not dream that man could take them away. But the enterprise of New York has taken them away. The South wants to regain her direct trade. We do not wish to discourage the effort, great as the odds against Norfolk now are, for we know there are men in the South who have energy, enterprise and capacity enough for anything that energy, enterprise and capacity can effect." If that great Virginian could see now how the energy, enterprise and capacity of Southern men are making Norfolk and her sisters forge ahead, he would exclaim: "Truly the people are aroused and are building on the natural advantages so as to realize my ideal in the near future." The following summary of facts are significant of the growth and importance of Norfolk:

The Norfolk Post Office stands among the important post offices of the South and is the distributing point for an immense total of mail matter of all kinds. The system prevailing in the Norfolk Post Office is excellent and thoroughly up-to-date. The postmaster is Col. John R. Waddy, and his assistant is S. B. Carney.

The Post Office force includes 15 railway postal clerks, 21 post office clerks, 25 letter carriers, three substitute letter carriers and two substitute post office clerks, one janitor and one special laborer,—a total of 68 men.

The outfit of the office includes stamping machines of the latest device for printing the date and hour of arrival and departure of each piece of first-class mail handled.

The report of registered matter handled during the year ending December 31, 1899, gives figures as follows:

Letters and packages registered at Norfolk	13,492
Registered package envelopes made up and dispatched	12,079
Through registered pouches and sacks up and dispatched	2,325



U. S. Court House and Post Office, Norfolk, Va.

Through registered pouches received	2,031
Registered package envelopes received	21,388
Registered package envelopes received in transit	63,971
Letters and packages received for delivery	23,780
Total number registered articles handled	139,066

There were 43 mails received and dispatched daily, and about 25,000 letters originated and were received at this office daily. The gross receipts of the office are about $110,000 per annum.

For many years the Norfolk Post Office has been maintained in its present location, the stately old government building on Main street. This building is also used for the United States Court room and as the Custom House for this port. The growth of Norfolk and consequently its postal business has been so great that new and enlarged quarters for the postoffice became imperative.

To meet this demand the United States government is now completing, at a cost of about $350,000, a thoroughly modern, finely equipped Post Office building on Plume street. This will be completed in the near future. The Post Office will then be removed to it and other branches of "Uncle Sam's" service will then monopolize the present public building.

No better index to the growth of the city can be found than the postal receipts. The following is a comparative statement of the past 10 years:

Year ending Jan. 30, 1887	$47,055.71
Year ending Jan. 30, 1888	50,023.86
Year ending June 30, 1889	
Year ending Jan. 30, 1890	56,476.60
Year ending Jan. 30, 1891	68,419.82
Year ending Jan. 30, 1892	74,360.20
Year ending June 30, 1893	
Year ending Dec. 31, 1894	83,309.48
Year ending Dec. 31, 1895	84,892.42
Year ending Dec. 31, 1896	90,027.74
Year ending Dec. 31, 1897	98,626.34
Year ending Dec. 31, 1898	99,406.25
Year ending Dec. 31, 1899	106,964.29

In addition to the above comparative statement the following facts showing the volume of money order business transacted in this office will be interesting:

Cash on hand January 1, 1899	$ 7,083.32
16,088 domestic orders issued	137,222.15
Fees and war tax on same	1,354.42
882 international orders issued	19,607.85
Fees on same	221.40
3,844 deposits received	490,490.22
Errors	.03
Total	$655,979.39

17,473 domestic orders paid	$198,371.87
120 domestic orders repaid	1,146.50
253 international orders paid	4,360.71
3 international orders repaid	90.36
Deposited account Treasurer U. S.	446,700.00
Errors	1.12
Cash on hand December 30, 1899	5,308.83
Total	$655,979.39

NORFOLK WAREHOUSE ASSOCIATION.

An accurate history of the city of Norfolk would contain as one of its essential elements a somewhat abridged yet perfectly coherent and comprehensive history of the cotton export trade and even possibly of the inter-State and manufacturing history of the staple. It is not intended in this brief article to attempt a review, even in brief, of Norfolk's share in the fortunes of King Cotton, but rather to contrast the beginning and ending of the past decade from 1890 to 1900. In the record of the past the wise man reads the promise of the future, and when the resident of Norfolk for the last 10 years casts his eyes over the details of cotton trade handling as he has seen it develop at this port during that period, the rainbow of promise of future suc-

cess wears exceedingly bright and distinct hues.

In 1890, and so late even as 1896, the cotton interests of Norfolk were divided, factional and self-destructive, each of its great firms running at great expense its private warehouses which for nearly one-half the year stood empty, which warehouses, situated on either side of the Elizabeth, were not originally intended for such uses, and were as a natural result ill-fitted for such usage, often low, damp and of deteriorating effect on the cotton stored in them, subject to danger from high tides, from fire and other dangers. The compresses were not convenient to the warehouses, were equally scattered, their rivalry ruinous and their idleness often ate up their profits. The firms also, like the warehouses and compresses situated in the business center, were scattered, and at a disadvantageous distance from the Exchange and fighting for individual supremacy instead of the common interests of the members of the exchange and those of the port, while for half the year a scene of inactivity, living on the season and lack of growth confronted them. Yet, and in spite of those great and damaging drawbacks, the cotton trade at Norfolk flourished and the port rose steadily to nearly the front rank in cotton exporting.

When the case was most desperate and the qustion of Norfolk's further availability as a leading port in the cotton trade was at a crisis, arose the Norfolk Warehouse Association, the result of the combined thought of the present officers of the association, who are as follows: President, John N. Vaughan; vice-president, J. W. Perry; secretary, John S. Jenkins; treasurer, Fergus Reid.

These gentlemen conceived the idea that great economy could be effected in the handling of the trade if it were all concentrated at one point. To decide with them was to act, and at once they proceeded to acquire a tract of land on the river front in Atlantic City Ward, comprising about eight acres, having a frontage on the river of about one-eighth of a mile, and to erect on this property a plant suitable to meet every emergency. They were cotton men and knew what the cotton traded needed, and the results are full proof of their wisdom. Most of this property is now covered by brick warehouses, completely fireproof and weather and tide protected and having all necessary adjuncts, compress and superb wharfage, etc., making perhaps the most complete and compact system of cotton warehouses in the United States. The results have been many, and even such as to perhaps surprise the originators of the idea. A new Cotton Exchange faces the warehouses across Front street. Every cotton house of importance is now located either in the Exchange building or within stone's throw of it. It is a cotton city of itself. One result has been a very considerable saving to the trade in charges for handling the cotton business; in fact the trade is now handled at less expense than at any other point in the United States. It is found by those interested that property used during the cotton season for the care of the cotton business, which formerly lay idle during the spring and summer, can now to great advantage be made to turn an honest penny and pay a profit where it before sustained a loss, and with this idea in view there has been added to the original plant a complete equipment for the manufacture of ice, with a capacity of from 60 to 70 tons per diem. This is operated from May 15th to September 15th, and furnishes about one-third of the total consumption of the city during that period. Another plant which has been added to the original design is an equipment for the manufacture of ground gypsum, otherwise known as land-plaster, which is used largely in Eastern North Carolina as a fertilizer for peanuts. This plant has a capacity of from 7,000 to 10,000 tons during its season, which lasts from about May 1st to August 1st.

The total value of the Norfolk Warehouse Association plant is perhaps between $300,000 and $400,000, and in addition to its being of great benefit to the trade of Norfolk,

which it has been the means of increasing to some extent, it has proved a financial success for its originators and stockholders, and promises in the future to do even more as its scope of usefulness enlarges, which, with the growth of the port in commerce and manufacture, most naturally follow.

The success attending the consolidation of interests in this great warehouse plant has inspired other industries to a like consolidation and building on economic basis, and the benefits accruing to the business industry of the port have been and are enormous. As another result of this institution. Norfolk is coming to be looked upon as perhaps the safest place at which to store cotton for export in the United States and the great saving in condition of cotton, safety from deterioration and damage, and its advantageous position geographically and in relation to trans-Atlantic shipping courses will, it is confidently expected, make it eventually the leading port of cotton export of the country.

To a very large share of this condition of affairs the Norfolk Warehouse Association lay claim.

Virginian Pilot.

PATRIOTISM AND PATRIOTS OF NORFOLK.

The people of Norfolk were among the first of the colonists to express their condemnation of the oppressive laws of Parliament and resist the tyranny of the British Crown. On the 31st day of March, 1766, a public meeting was held at the Court House and "The Sons of Liberty" organized to oppose by all suitable means the detestable Stamp Act and to propose a union with other colonists to prevent the operation of a measure so manifestly unconstitutional and oppressive. The meeting was presided over by the Episcopal clergyman, Rev. Thomas Davis, and the secretaries were William Roscoe Carle and James Holt. The preamble and resolutions adopted and signed were as follows:

Having taken into Consideration the evident tendency of that oppressive and unconstitutional Act of Parliament, commonly called the Stamp Act, and being desirous that our sentiments should be known to posterity; and recollecting that we are a part of that Colony who first in General Assembly openly expressed their detestation to the said Act (which is pregnant with ruin, and productive of the most pernicious consequences), and unwilling to rivet the Shackles of slavery and oppression on ourselves and millions yet unborn, have unanimously come to the following Resolutions:

1. *Resolved,* That we acknowledge our Lord and Sovereign, King George the Third, to the utmost of our power and ability, support and defend his most sacred person, crown and dignity; and shall be always ready, when constitutionally called upon, to assist His Majesty, with out lives and fortunes; and to defend all his just rights and prerogatives.

2. *Resolved,* That we will by all lawful ways and means which Divine Providence has put into our hands, defend ourselves in the full enjoyment of, and preserve inviolate to posterity, those inestimable privileges of all free-born British subjects of being taxed only by representatives of their own choosing; and of being tried by none but a jury of their peers. And that if we quietly submit to the execution of the said Stamp Act, all our claims to civil liberty will be lost, and we and our posterity become absolute slaves. For, by that Act, British subjects in America are deprived of the invaluable privileges aforementioned.

3. *Resolved,* That a committee be appointed, who shall in such manner as they think most proper, go upon necessary business and make public the above resolutions, and that they correspond as they shall see occasion with the Associated Sons of, and Friends to, Liberty, in the other British Colonies in America.

(Signed) Thomas Davis, Ja. Holt, Henry Tucker, Maxln. Calvert, Robert Tucker, Edward Voss, Jas. Parker, Fras. Peast, Robert Tucker, Jun., Samuel Calvert, Jno. Hutchings, Ja. Gibson, Lewis Hansford, Nicholas Winterton, Jno. Hutchings, Jun., Griffin Peart, Paul Loyall, Jno. Wilson, Will. Roscoe Carle, Wm. Skinker, Anthy. Lawson, Thos. Butt, Jos. Hutchings, Wm. Gray, Thos. Newton, Sen., Hudson Brown, Jno. Phripp, Jun., John Taylor, John Ramsey, Alexander Moseley, John Gilchrist, Jno. Taylor, Jr., Mathew Godfrey, William Calvert, Mathew Phripp, Willm. Aitchenson, Tho. Newton, Jr., Saml. Boush, Edward Hack Moseley, Jr., Wm. Hancock, Richd. Knight, Robt. Brett, James Campbell, Stephen Tankard, John Lawrence, Thos. Willoughby, Joshua Nicholson, James Dunn, Nicholas Wonycott, John Cramond, Mathew Rothery, Alexr. Kincaid, Jacob Ellegood, George Muter, Cornelius Calvert, Chrisr. Calvert and Edward Archer.

The Stamp Act was passed in 1765 and in the same year of the Norfolk resolutions Parliament repealed it; but in 1767 the Chancellor of the Exchequer carried through Parliament a new Act for taxing the Americans, putting a duty upon tea, glass, paper,

and other articles upon entering our ports. One June 3, 1775, the ship "Molly," Captain Mitchenson, arrived from Whitehaven, England, with dry goods, etc., consigned to Eilbeck, Ross & Company, but the Committee of Safety refused to allow her to land and ordered her to return to England, and in October of that year Dunmore seized James Holt's printing office, which greatly aroused the indignation of the people and then came the stirring events which eventuated in the destruction of the borough on January 1, 1776.

SUPPRESSION OF THE SLAVE TRADE.

The following address explains how the Norfolk Committee of Safety suppressed the slave trade.

To the Freemen of Virginia.

COMMITTEE CHAMBER, NORFOLK, March 6, 1775.

Trusting to your sure resentment against the enemies of your Country, we the committee, elected by ballot for the Borough of Norfolk, hold up for your just indignation Mr. *John Brown*, Merchant of this place. We are fully sensible of the great caution with which public censure should be inflicted; and at all times, are heartily disposed to accomplish the great design of the Association by the gentle methods of reason and persuasion. But an unhappy proneness to unmanly equivocation, which has so much distinguished Mr. Brown, and for which he has, in more than one instance, been censured by the voice of the people, added to the present manifest discovery of his secret and most direct attempt to defeat the measures of the Congress, in the case now before us, and of some very unjustifiable steps taken to conceal his disingenuous conduct, hath precluded us from the milder methods we would wish to adopt, and compelled us to give the public the following narration: On Thursday, the 2nd of March, this committee were informed of the arrival of the brig "Fanny," Captain Watson, with a number of slaves for Mr. Brown; and, upon inquiry, it appeared that they were shipped from *Jamaica* as his property, and on his account; that he had taken great pains to conceal the arrival from the knowledge of the committee; and that the shipper of the slaves, Mr. Brown's correspondents, and the captain of the vessel, were fully apprized of the Continental prohibition against that article. These circumstances induced a suspicion that Mr. Brown had given orders for the Slaves himself, which he positively denied, asserting that he had expressly forbidden his correspondents to send any, as being contrary to the Association, for the truth of which he appealed to his own letter-book. The Secretary being desired, at the request of Mr. Brown, to attend him to inspect the orders said to have been given, reported that he had had some slight and hasty glances at letters written between the middle of December and beginning of January, and was sorry to say he had seen one directed to Mr. Henderson, and another to Mr. Livingston, both of the date of December, and a third to Messrs. Campbells, of the first of January, all containing positive and particular orders for remittances to be made him in Slaves; at the same time hinting the necessity of secrecy, as it is an article, he writes, he could not avowedly deal in. The Secretary also reported that he had seen a postscript, written a few days after the determination of this committee, directing the return of a Slave imported from *Antigua*, in which postscript Mr. Brown writes his correspondent to send him no more than two negro lads, as it would be dangerous to sell them here. But his orders to his other correspondents appear to have been so positive that they were complied with, notwithstanding his friend writes him that good Slaves would sell to more advantage in Jamaica than in Virginia. From the whole of this transaction, therefore, we, the committee for Norfolk Borough, do give it as our unanimous opinion that the said *John Brown* has willfully and perversely violated the Continental Association, to which he had with his own hand subscribed obedience; and that agreeable to the Eleventh Article we are bound "forthwith to publish the truth of the case, to the end that all such foes to the rights of *British America* may be publickly known, and universally contemned, as the enemies of American Liberty, and that every person may henceforth break off all dealings with him."

Mathew Phripp, Chairman.

James Taylor,	John Boush,
John Hutchings,	James Holt,
John Lawrence,	Niel Jamieson,
Joseph Hutchings,	Robert Taylor,
Thomas Newton, Jr.,	Thomas Claiborne,
Thomas Ritson,	Samuel Ingles.

Extract from the minutes.

William Davies, Secretary.

A letter dated Thursday, July 20, 1775, expressing alarm at a report of desertion from the glorious cause, was despatched to Norfolk from the several volunteer companies in Williamsburg.

On Saturday the answer from the committee was returned:

To the officers of the Volunteer companies in Williamsburg:

Gentlemen: We are happy in every expression of your attachment to the common interest of your country, and are glad we can inform you there is not the least foundation for the fears you have declared for our safety, upon an ill-grounded report that any among us are deserting the cause of their country, and enlisting against it. It is a report we can assure you that is totally devoid of truth. You may depend, we would not sit still as indifferent spectators of such hostile

measures. The time may come when we may stand in need of your assistance, surrounded as we are by armed vessels and some suspected inhabitants; we trust we shall then receive it; and should the Convention hereafter think it necessary to quarter any of you among us, you may rest assured we shall welcome you with willing hearts and open arms.

We are, gentlemen, your humble servants,
By order of the Committee,
WILLIAM DAVIES, Secretary.

These other actions of the Committee of Safety for Norfolk show that no truer, braver and more patriotic body of men has existed anywhere in all the time which has intervened. It is a glorious record of courage and devotion which should be cherished as a sacred heritage.

NOTABLE HISTORICAL INCIDENTS.

On June 30, 1784, the court ordered that a town Hall, 40 by 32 feet, be built on the public land adjoining Dr. Taylor's lot.

On April 2, 1819, the corner-stone of the new Custom House, Water and Church streets, was laid. President Monroe, Mr. Calhoun, Commodores Decatur, Cassin, Sinclair, Warrington, Elliott and Henley were present, and the Portsmouth Riflemen, Captain Kay, Norfolk Juniors, Captain Gibbons, and Captain Cooper's Cavalry gave a military air to the ceremonies. A big dinner followed. The building was burned down in 1861, during the Confederate war.

On October 22, 1824, La Fayette arrived in Norfolk; Mayor James E. Holt at the head of a grand procession received him. The school children strewed his pathway with flowers.

On April 24, 1844, Henry Clay visited Norfolk and was the guest of Col. Myer Myers.

On August 25, 1860, Stephen A. Douglass made a speech in Norfolk from the balcony of the National Hotel, corner of Main and Church streets.

On August 5, 1860, the "Great Eastern" arrived in Hampton Roads.

The Day Book was an able and persistent advocate of the Union and peace until March 4, 1861, when the inaugural address incited its indignation expressed editorially: "Lincoln, the wild, political despot of the West, whose head has been crazed by the doctrines and isms of Horace Greeley, has proclaimed to those who had patience to hope better things of him that they must hope no longer. His inaugural has gone forth to the world, carrying with it the declaration of coercion fully and explicitly announced. It has told the millions of inhabitants of this country, who hoped for peace from his lips, that they shall have no peace. He proclaims to the South war! war! war!!! He has exposed his cloven foot plainly and openly to the gaze of all, that they may be no longer deceived; and we must say that henceforth we can have but little patience with any Southern man who would pretend that there is yet hope." This inaugural address united both political parties for the State and the South. Alexander Hamilton said: "There are certain social principles in human nature, from which we may draw the most solid conclusions, with respect to the conduct of individuals. We love our families more than our neighbors; We love our neighbors more than our countrymen in general. The human affections, like the solar heat, lose their intensity as they depart from the center, and become languid in proportion to the expansion of the circle on which they act. On these principles the attachment of the individual will be first and forever secured by the State governments; they will be a mutual protection and support." On these principles Whig and Democrat, Unionist and secessionist rallied to resist the invasion of Virginia and maintain her constitutional rights.

At a meeting of the Common Council of Norfolk City on November 5, 1861, John B. Whitehead, Esq., president, the following preamble and resolutions introduced by Mr. Bluford were unanimously adopted:

Whereas, it is the duty of every loyal citizen of the Confederate States to assist the constituted authorities thereof, and

Whereas, arms and parts thereof are much needed by the said authorities, be it therefore,

Resolved, That the Mayor be and he is hereby authorized and requested to appoint four citizens from each ward whose duty it shall be to visit the house of every white person to obtain contributions of arms or parts thereof, that will be of service to the said Confederate authorities, and that he be requested to give notice officially of the intended visit of said committee, so that the citizens may be prepared to give freely of such unserviceable arms or parts thereof as may be in their possession.

Resolved, That His Honor be further requested to appoint William E. Foster, superintendent for the Confederate Army, chairman of said committee, and that the whole collection of arms and parts thereof with a schedule be tendered by His Honor to the Secretary of War, as the gift of the City of Norfolk.

NORFOLK, VA., Dec. 12, 1861.

CAPT. JAMES CORNICK:

Dear Sir: Some of our citizens have called on me and expressed a wish to have additional obstructions put in our harbor. I have addressed a letter to Commander Forrest on the subject, but I know not whether a letter from me will induce him to use the materials in the Navy Yard for that purpose. It has been suggested that the Councils ought to take some action in the matter. I submit to you the necessity of calling a meeting of both bodies, the president of the Common Council being absent from the city, and the vice-president, as I have been informed, being confined to his house by sickness.

Yours very respectfully,
WILLIAM W. LAMB, Mayor.

The Councils appointed a committee to confer with a committee from the Council of the city of Portsmouth and the military authorities on the subject suggested by the mayor.

Military necessities compelled the evacuation of Norfolk, and the civil authorities were notified by the following communication:

HEADQUARTERS DEPARTMENT OF NORFOLK, May 10, 1862.

WILLIAM W. LAMB, ESQ.,
Mayor of Norfolk.

Sir: The troops which formerly defended this neighborhood having been removed elsewhere by order of the government, I have not the means to defend the city and have ordered all the forces off and turn over the charge of the city to yourself and its civil officers.

Very Respectfully,
BENJ. HUGER,
Major-Genl.

On the departure of the Confederate troops, a committee of the Councils, composed of the mayor, the presidents and vice-presidents of the Councils proceeded in carriages to the city limits, near the Hebrew Cemetery and awaited the approach of the Federal troops; when their advance appeared in sight the mayor waved his white handkerchief. He asked that General Wool be requested to accord them an audience, and in response General Wool and the Secretary of the Treasury, Hon. S. P. Chase, rode forward. They repaired to a small house near-by for the conference, where the General very graciously granted their requests. Finally Mayor Lamb stated that there were provisions in the warehouses in the city and requested that a committee of citizens be allowed to distribute them to the wives and children of Confederate soldiers. General Wool turned and said: "What do you think of that, Mr. Chase?" The Secretary said that would be all right. The mayor invited these dignitaries to ride with them in the carriages to the city. General Wool, Secretary Chase, Mayor Lamb and Capt. James Cornick occupied one carriage. General Viele, John B. Whitehead, George W. W. Camp and Charles H. Rowland occupied the other carriage and they thus entered the city, accompanied by an escort of cavalry and proceeded to the City Hall. General Wool promulgated an order appointing Brigadier-General Viele military governor, which concluded as follows: "General Viele will see that all citizens are carefuly protected in all their rights and civil privileges, taking the utmost care to preserve order and to see that no soldier be permitted to enter the city except by his order, or by the written permission of the commanding officer of his brigade or regiment, and he will punish any American soldier who shall trespass upon the rights or property of any of the inhabitants." Gen. John E. Wool then returned to Old Point. His order was not obeyed and the people who were to be protected passed under the yoke of compassionless tyranny. Federal rule of Norfolk and surroundings is a black stain on the name of the American Republic.

The last meeting of the Common Council

was held June 5, 1862. Mr. Bluford offered the following,

Resolved, That the thanks of this Council be and they are hereby tendered to John B. Whitehead, Esq., president thereof, for the faithful and impartial manner in which he has discharged the duties of his office.

Which was carried by acclamation.

Burton's history says "The return of our soldiers to their homes can be better imagined than described. * * * The terrible war through which they passed is too well remembered by the people of Norfolk. * * * Many a mourning dress, broken spirit, saddened life, maimed fortune, withered hope, empty sleeve, wooden leg, orphaned child, vacant chair and nameless graves in our dear old Commonwealth, silently attest its horrors. Norfolk lost her full share in the terrible conflict and suffered in many other respects." And those whom they greeted had borne a tyranny of misrule, and suffered insults from Ben. Butler and his minions too fiendish to recall.

On the 14th of May, 1867, the ex-President of the Confederate States, Hon. Jefferson Davis, arrived in the city from Richmond en route for Canada to join his family, having the day before been bailed.

On April 20, 1870, the work of building the Norfolk city railway was begun.

On April 30, 1870, Gen. Robert E. Lee arrived in Portsmouth via the Seaboard & Roanoke Railroad. The General, accompanied by his daughter, was met by Col. Walter H. Taylor, his former adjutant general, and was by him conducted through the dense throng to the ferry-boat. The air, during his passage through the assemblage, was vocal with shouts of welcome. On the arrival of the steamer at Norfolk an immense concourse was assembled, and as the General and his daughter stepped on the warf they were greeted with cheers, which continued until they reached a hack.

Gen. Robert Edward Lee, the Christian soldier and hero of an hundred battles, breathed his last at Lexington, Virginia, October 12, 1870, and the next day the whole city of Norfolk was in mourning.

On April 9, 1873, the corner-stone of the Protestant Episcopal Guild (now St. Luke's Church, on Bute street), was formally laid.

On July 30, 1875, Maj.-Gen. George E. Pickett, the Confederate hero of the battle of Gettysburg, departed this life at the St. Vincent de Paul Hospital in this city.

July 30, 1876 (anniversary of the battle of the Crater), was a gala day in Norfolk. It was the occasion of the annual reunion of the veterans of "Mahone's Old Brigade," Army of Northern Virginia.

On January 13, 1877, the frigate "Swetlana," of the Imperial Russian Navy, arrived in our harbor. She was commanded by Rear Admiral Boutadoff, with the Grand Duke Alexis as "ship's captain," and the Grand Duke Constantine (the younger), lieutenant. There were also on board several princes, barons and other members of the Russian royal family.

On January 25, 1877, the Norfolk German Club gave a complimentary german to the Grand Duke Alexis, who honored the invitation by his presence.

On February 8, 1877, a grand ball was given in honor of the Grand Dukes and the officers of the Russian frigates "Swetlana" and "Bogatyr," the latter having just then arrived. The ball was a fashionable gathering of which Norfolk for a long time boasted, and it was most admirably and systematically conducted.

On February 13, 1877, the Grand Duke Alexis and his companions gave a grand matinee dansante on board the flag-ship "Swetlana," of the Imperial Russian Navy.

The great religious meetings of Moody and Sankey began on April 14, 1886.

The corner-stone of the new Market and Armory was laid October 29, 1890.

Father Abram J. Ryan, the Southern poet, was born in Norfolk, Virginia, August 15, 1839, and died in Louisville, Kentucky, on

the 22nd of April, 1886. His father, Michael Ryan, was born in Tipperary, Ireland; his mother, Mary (Madden) Ryan, was born in Limerick, Ireland. His father was a stonemason and after immigrating to this country worked for a while at his trade in Baltimore, Maryland, then removed to Hagerstown and while there a daughter was born. He afterward located at Norfolk and here his son Abram was born. Little did his parents realize that they were raising up a boy to sing the great war songs of the South and become famous as the poet-priest the world over. Soon after Father Ryan's ordination as a Catholic priest, he became a chaplain in the Confederate Army, in which he served until the close of the war. On February 7, 1900, Pickett-Buchanan Chapter, United Daughters of the Confederacy, decided to erect a monument to his memory, appointing Mrs. Walter P. Burrow, chairman, Mrs. Charles G. Elliott, Mrs. Frank Anthony Walke, Mrs. Philip G. Yeatman, Mrs. R. B. Cooke, Mrs. Walter H. Doyle and Mrs. Theo. S. Garnett a committee to carry out the plans, and on the 22nd of May, in the center of the Confederate lot in Elmwood Cemetery, unveiled the Father Ryan memorial—a cross seven feet high, made of Southern granite and bearing the inscription

Father Ryan, Poet Priest,
Erected A. D. 1900,
By the Daughters of the Confederacy
of Norfolk, Va.
His Native City.

On a visit to his native city in 1880, Father Ryan presented to James Barron Hope a copy of his poems and on the fly-leaf, written in his own hand,—"To Virginia's first poet by a Southern Priest Poet with truest regards."

"No poet ever yet has written songs so sweet
As the unfelt fragrance of his own heart;
His songs are flowers, and sometimes birds;—we greet
Such songs; the bard is higher than his art.

Himself I read beneath the words he writes
And he himself means more than songs to me;
Beneath life's suns by days and stars through night
Moves the deep music of Eternity.

He sings as best he can—but when he sings
His grandest songs,—and hymns the world calls best,
He knows that folded in his spirit's wings
Are songs that sound not,—and God knows the rest."

On December 11, 1889, memorial service for ex-President Jefferson Davis of the Confederate States was held at the Academy of Music. There was a large concourse of people to do homage to the memory of the distinguished dead. All business was suspended in the city during the ceremonies.

Capt. J. F. Cecil, a noted Confederate soldier and popular citizen, died January 22, 1890.

Great Bridge Chapter of the Daughters of the American Revolution was organized in Norfolk during the month of February, 1894, with a membership of 12. Mrs. Hugh Nelson Page was elected regent for a term of one year. Mrs. Page served four terms and was then made State regent of the Daughters of the American Revolution, which office she still holds. Since Mrs. Page's retirement, the local regency has been held by Mrs. Philip Edward Yeatman, Mrs. H. H. H. Handy, Mrs. James Hubbard and Mrs. James Riddle, who is the present regent.

From the original 12 members at the organization of the chapter, the number has gradually increased until now the roll contains 53 names.

The chapter has done much to perpetuate the memory of the heroes from this section who fought for the independence that has made this nation the greatest in the world, and the erection of the monument at Great Bridge is a crowning success to its patriotic endeavors. The inscription on the monument is as follows:

This Stone Marks the Battlefield of
Great Bridge, Dec. 9, 1775.
Erected by the
Daughters of the American
Revolution,
Norfolk, Virginia, 1900.

THE ASSOCIATION FOR THE PRESERVATION OF VIRGINIA ANTIQUITIES.

The object of this society is to restore and preserve the ancient historic buildings and tombs in the State of Virginia, and acquire by purchase or gifts the sites of such buildings and tombs with a view to their perpetuation and preservation.

Norfolk Branch was originated in 1888.

OFFICERS.

Miss Mary J. Galt, Supervisor.
Miss L. L. Taylor, Directress.
Mrs. William H. White, Treasurer.
Miss Rosa Rountree, Secretary.

ADVISORY BOARD.

William W. Old.
Rev. Beverly D. Tucker.
Judge T. S. Garnett.

EXECUTIVE COMMITTEE.

R. M. Hughes.
T. Selden Bagnall.
William W. Old.
B. P. Loyall.
Barton Myers.

The Wishing Oak.

By Mrs. Winifred Sackville-Stoner.

On one of the principal streets of Norfolk stands a dilapidated old mansion known as the "Tazewell Place," being the former home of ex-Governor Tazewell.

For many years, on the border of the lawn, which surrounds this house, stood an ancient live oak with its roots extending beneath the sidewalk and its branches hanging over the heads of passers-by.

This grand old tree was called "The Wishing Oak," but the eldest citizen of Norfolk could not verify its age nor the exact time when it received its name. However, it is claimed that many individuals have obtained the great desire of their hearts by going under its branches and wishing aloud.

There are two legends concerning the origin of belief in this oak's miraculous powers. Some claim that the custom of wishing beneath the tree originated with a little girl, who once while sitting in the shadow of its green leaves wished for a ring. On the following day her aunt presented her with the wished for gift, saying that she had dreamed about the little maid's wish. This caused the imaginative child to believe that there were fairies in the tree and consequently she and her playmates always came here to pour forth the desires of their infantile hearts.

The other legend says that "The Wishing Oak" was so christened by an old man, who used to pass under the tree's branches every morning and taking off his hat, would wish for fine weather or some special pleasure during the day. He claimed that his wishes were always granted, so others began to follow his example.

For almost a century, young men and maidens, who wished to be married, have stood under this tree at midnight, when the moon was full, whispered their wish to the green leaves and then walked two blocks without speaking, which was the prescribed rule for winning a husband or wife. All those who received their hearts' desire had such faith in the old oak that they believed there was virtue even in its leaves, so when they could not go to the tree they made a wish by kissing some of the leaves which they always kept with them.

Owing to the wonderful growth of Norfolk, and the necessity for a new business block on Granby street, the venerable philanthropist, who still possessed a sturdy trunk and fresh green leaves, was felled to the ground on November 7, 1901.

Although it will always remain unknown as to its fulfillment of all wishes, still it is to be hoped that the number of happy homes presumably made by this much loved tree are as numerous as the ever green leaves under which they were made, and as a good talisman every one should endeavor to possess at least one leaf from the famous old "Wishing Oak."

WINIFRED SACKVILLE-STONER.

FIRE HISTORY OF NORFOLK.

Written By Thomas B. Rowland in 1898.

The first allusion to fire matters in the old borough was about 1740, when the worshipful court "doth order that on ye breaking out of a fire the drum shall be beat."

The second, perhaps, is a trifle later than that when an order was passed prohibiting wooden chimneys. On September 14, 1751, the court ordered the remittance of £100 sterling to Ennis & Hope, London, "for one fire engine compleat," and for buckets and other utensils usable with said engine. I am not certain, but under the impression, that this engine was built by Newsham & Rag; however, she must have arrived, for in 1753 an order is passed to pay 4s. 4½d. for 1¾ pounds of leather to repair the engine.

There are no town records that show the occurrence of any fires of note—but the orders for the digging of numerous public wells for fire purposes, and for the supply of water to the shipping, with the appointment of caretakers for them, make it plain such things were looked after. In 1783 an order of court appears that the town sergeant be directed to bring back from Kemp's Landing the engines sent there for safe keeping. This means that when Lord Dunmore destroyed the town in 1776 we had engines. Records between 1790 and 1800 refer to the purchase of engines in Philadelphia, and further that a number of private individuals owned and maintained engines besides those under the control of the corporation. Between those dates, and we may say up to 1810, numerous fires of minor importance, no doubt, occurred, as would be the case in all small towns of wooden construction. But powder and blowing up was much resorted to, for I found many appropriations of record for payment of powder used.

The first great fire of which we have any intelligent record, was on February 24, 1799. It begun in the house of one Abbot, a shoemaker, in Woodside lane, wiped out about 162 buildings, from Commerce street, west, up to Main street, north. The Mutual Assurance Society of Virginia records it as the first serious loss they had; it cost them about $35,000. One incident in connection with this fire may be noted. Its progress in one direction was stayed by the free use of vinegar,—the stock of one of the storekeepers.

The next fire that appears worthy of special notice was on February 22, 1804. It began on Maxwell's wharf, now Roanoke dock, near the water, and extended all along the west side of Market Square, north to Main street; thence west to Town Point on the south side of Main street, destroying in all over 300 buildings, many of which were warehouses filled with West India produce of much value, for our trade in such was very large.

In 1797, Fire Company No. 1, under Dr. Archer, first came into notice as a distinct organization, and there are traces without any special record that it was the original Union Fire Company that retained its operative force up to the war, only disappearing after it.

The origin of the Franklin Fire Company is not quite so definite, but as far back as 1803, one Oliphant, then cashier of the United States Bank, was prominent, and from that time up to 1830, under Joseph A. Barron, John Myers, James S. Garrison, and others it did continuous duty until 1846, when it disappeared entirely.

In 1824, the Phenix Fire Company, under James M. Steed and others, appears; but that company also disappears in 1846 with the Franklin Fire Company by being merged in with the Hope and Aid fire companies, under a new organization, after the fire on Main street and Market Square.

In 1830 the Resolution Fire Company, of Portsmouth, was formed under Charles A. Grice, with an engine built by Stephen Thayer of Boston, the citizens of Norfolk subscribing $800 towards it.

After 1830 the previous prevailing interests in fire matters died out, and not until 1846, after a bad fire on Main street, was any im-

proved apparatus introduced and a chief engineer—Finley F. Ferguson—put in charge, all prior to that the manual labor was done by negroes, who were paid so much an hour. The formation of white companies, after that produced the usual rivalry, and it was kept up until the war broke them up. We might date the different organizations of this era as the Hope Fire Company, 1847; Relief Fire Company, 1847; Aid Fire Company, 1847; United Fire Company, 1850; the Union retaining its old one—after some lapse of time with various dissensions and much turbulent trouble.

The Councils in 1871 passed sweeping orders for the disbanding of all the old organizations, and on December 15, 1871, fully established the present as a paid department, placing it in the hands of Thomas B. Rowland, Edward W. Face, Charles B. Langley, as a Board of Fire Commissioners, with full and complete authority of appointment, and its administration with Thomas Kevill, as chief engineer; Robert W. Rhea, as assistant. The apparatus at that time, and soon after, consisted of three steam fire engines, four hose carts and a small hook and ladder truck, with 27 call men, six substitutes, and seven permanent station men. Thomas Kevill continued as chief engineer until 1894, when he was succeeded by the present incumbent, Martin J. Ryan. In 1871 it was a question of policy under the then existing conditions to centralize the department, and as the territory to be covered was not large—for our population had not grown so much—with quick movement any part could be easily reached, so the present department building on William street was planned to contain all the apparatus then in use. But as the town grew, in 1893 additional fire quarters on Queen street, near Church, were contracted for—since built and equipped.

Space not being within our reach for extended notices, simple references to date can only be made of fires of much consequence within the period under review:

1776—Burning by Lord Dunmore.... 1,333 buildings.
1799—As noted before 262 buildings.
1804—As noted before 300 buildings.
1814—East side Market Square..... 35 buildings.
1819—Main street to Metcalf's lane to Talbot street, etc 100 buildings.
1827—Church street to Mariner, etc.... 100 buildings.
1848—Woodside wharf to Town Point. 62 buildings.
1863—Main street and Market Square.. 13 buildings.
1873—Market Square.
1881—Cotton warehouses, wharves, compress and ship.
1883—Norfolk & Western Railway and cotton sheds.
1891—Norfolk storage warehouses.
1892—Same again.
1894—McCleary's & McClellan's live stock stables.
1896—S. R. White & Brothers' foundry, 28 buildings, cattle yards, etc., building of Merchants' & Farmers' Peanut Company and Atlantic City Saw Mills on Front street.

THOMAS B. ROWLAND.

THEATRES.

Long prior to the Revolution theatrical performances were held in a wooden building that had been used as a pottery on the south side of Main street, near the river shore. A regular theatre was in operation in 1793 in a large wooden warehouse on Calvert's lane. A brick playhouse was built in 1795 on the east side of Fenchurch street, and it was in this house that Junius Brutus Booth performed after his arrival in Norfolk from Madeira, June 30, 1821. The Academy of Music on Main street and the Granby Theatre on Granby street are now the principal theatres of Norfolk.

CHARTERS OF NORFOLK.

The original charter of the borough of Norfolk was granted by letters patent of George II, on the 15th of September, 1736, and was confirmed by Act of the General Assembly in the same year. Acts were passed amending this charter and enlarging the powers and jurisdiction of the corporation in 1752, 1757, 1761, 1762, 1772, 1787, 1788, 1790, 1796, 1798, 1802, 1803, 1804, 1806, 1807, 1808, 1811, 1816, 1818, 1819, 1825, 1839, and on February 13, 1845, was passed the charter of the *city* of Norfolk. This charter was amended March 20, 1850, May 19, 1852, March 22, 1853, February 24, 1858.

After the Confederate War, the Acts of the

General Assembly, relating to the city charter, are as follows:

The charter of 1871 was in force March 16, 1871. The Acts of 1870-71, Chapter 139, were amended as follows: Act of March 4, 1872,—Page 102; Acts of 1872-73,—Pages 175, 295; Acts of 1874,—Page 90; Acts of 1875-76,—Page 127; Acts of 1876-77,—Page 6; Acts of 1881-82,—Page 22.

The charter of 1882 was in force April 21, 1882. The Acts of 1881-82, Chapter 70, Page 405, were repealed January 21, 1884.

The charter of 1884 was in force January 21, 1884. It was amended as follows: Sections 70, 71, 72 and 73 amended April 28, 1887; Section 40 amended May 14, 1887; Section 65 amended February 25, 1892; Section 27 amended February 21, 1900; Section 18 amended February 26, 1900; Section 15 amended February 2, 1901; Sections 45, 49, 50, 52 and 53 amended February 15, 1901.

The Brambleton Annexation Act was approved April 6, 1887, in force July 1, 1887, and amended as follows: Sections 5, 6 and 13 amended March 3, 1890, in force May 1, 1890; Section 5 amended March 1, 1892; Section 5 amended February 15, 1901.

The Atlantic City Annexation Act was approved February 22, 1890, and amended as follows: Sections 5, 6 and 12 amended February 12, 1892; Sections 2, 6 and 12 amended March 3, 1896; Section 5 amended January 13, 1898.

CHANGES MADE IN THE NAMES OF STREETS SINCE 1865.

Catharine to *Bank*.

Boush, between Wood and Moseley, to *Queen*.

Boush, between Princess Anne road and Calvert, to *Henry*.

Union, between Church and Hawk, to *Smith*.

William, between Granby and Chamberlaine's wharf, to *Randolph*.

Washington, between Fayette and Matthews, to *Jackson*.

Washington, between Newton and Chapel, to *Pulaski*.

Wide Water changed to *Water*.

Little Water changed to *Elizabeth*.

Gray changed to *Atlantic*.

Amelia changed to *Boush*.

Princess changed to *Duke*.

Second Cross changed to *Reilly*.

Third Cross changed to *Walke*.

First North changed to *Willoughby*.

Second North changed to *Suffolk*.

Third North changed to *Kent*.

Marsh changed to *Cove*.

Wolf changed to *Washington*.

The foregoing passed the Select and Common Councils January 30, 1871.

MAYORS OF NORFOLK.

A list of the mayors of Norfolk, from the date of the original charter to the borough, to 1901, is herewith given:

The first mayor was Samuel Boush, appointed by the charter of the borough, under date of September 15, 1736, in the 10th year of the reign of King George II. Mayor Boush died in less than two months after his appointment to the office. George Newton, 1736. John Hutchings, 1737. Robert Tucker, 1738. John Taylor, 1739. Samuel Smith, 1740. Josiah Smith, 1741. George Newton, 1742. John Hutchings, 1743. John Taylor, 1744. John Phripp, 1745. Edward Pugh, 1746. Thomas Newton, 1747. John Tucker, 1748. Robert Tucker, 1749. Durham Hall, 1750. Wilson Newton, 1751. Christopher Perkins, 1752. Josiah Smith, 1753. George Abyvon, 1754. John Hutchings, 1755. Richard Kelsick, 1755. Josiah Smith, 1756. John Phripp, 1757. John Tucker, 1758. Robert Tucker, 1759. Wilson Newton, 1760. Christopher Perkins, 1761. Paul Loyall, 1762. Archibald Campbell, 1763. Lewis Hansford, 1764. Maximilian Calvert, 1765. James Taylor,

1766. George Abyvon, 1767. Cornelius Calvert, 1768. Maximilian Calvert, 1769. Charles Thomas, 1770. George Abyvon, 1771. Paul Loyall, 1772. Charles Thomas, 1773. George Abyvon, 1774. Paul Loyall, 1775 (the records do not show how long he served). James Taylor, 1778 (whose term expired in June). Cornelius Calvert, 1778. George Abyvon, 1779. Thomas Newton, Jr., 1780. Paul Loyall, 1781. James Taylor, 1782. George Kelly, 1783. Robert Taylor, 1784. Cary H. Hansford, 1785. Thomas Newton, Jr., 1786. Benjamin Pollard, 1787. George Kelly, 1788 (he was the last mayor that presided over the Common Council; on the 9th of August, 1788, the Common Council was presided over, for the first time, by its first president, Richard E. Lee, Esq.; a court of aldermen was then established and the mayor presided over it, and was thereafter elected by the aldermen). Robert Taylor, 1789. James Taylor, 1790. John Boush, 1791. Cary H. Hansford, 1791. Thomas Newton, Jr., 1792. Robert Taylor, 1793. Thomas Newton, Jr., 1794 (served two months). James Ramsey, 1794. Seth Foster, 1795. Samuel Moseley, 1796. George Loyall, 1797. Baylor Hill, 1798. John K. Read, 1799. Seth Foster, 1800. John Cowper, 1801. William Vaughan, 1802. Thomas H. Parker, 1803. Miles King, 1804. Luke Wheeler, 1805. Thomas H. Parker, 1806. Richard E. Lee, 1807. John E. Holt, 1808. Miles King, 1809. William B. Lamb, 1810. Miles King, Jr., 1811. William B. Lamb, 1812. Miles King, Jr., 1813. William B. Lamb, 1814. John E. Holt, 1815. William B. Lamb, 1816. John E. Holt, 1817 (served four months less one day, and resigned). James Taylor, 1817 (served one day and resigned). (The resignation of Mayor Holt one day before his term expired made him eligible to the office for the succeeding term.) John E. Holt, 1817 (served one year, less one day). John Tabb, 1818 (served one day and resigned). John E. Holt, 1818 (served one year less one day). Wright Southgate, 1819 (served one day and resigned). John E. Holt, 1819. Wright Southgate, 1820 (served two days and resigned). John E. Holt, 1820. George W. Camp, 1821 (served three days and resigned). John E. Holt, 1821. John Tabb, 1822 (served four days and resigned). John E. Holt, 1822. William B. Lamb, 1823 (served a few days and resigned). John E. Holt, 1823. William A. Armistead, 1824 (served a few days and resigned). John E. Holt, 1824. John Tabb, 1825 (served three days and resigned). John E. Holt, 1825. Isaac Talbot, 1826 (served five days and resigned). John E. Holt, 1826. Daniel C. Berraud, 1827 (served three days and resigned). John E. Holt, 1827. George T. Kennon, 1828 (served four days and resigned). John E. Holt, 1828. Thomas Williamson, 1829 (served two days and resigned). John E. Holt, 1829. Giles B. Cook, 1830 (served 10 days and resigned). John E. Holt, 1830. Wright Southgate, 1831 (served 10 days and resigned). John E. Holt, 1831. John E. Holt (19th term), no record of any intervening election,—he died in office October 12, 1832. Miles King, 1832-43. W. D. Delaney, 1843-51. Simon S. Stubbs, 1851. Hunter Woodis, 1853. Simon S. Stubbs, 1854. Hunter Woodis, 1855 (he died in office in the fall of the same year, a victim of the yellow fever). Ezra T. Summers, 1855. Finley Ferguson, 1856. William W. Lamb, 1858; also in 1860 and 1862, and was serving as mayor when the United States military authorities entered Norfolk. William H. Brooks, 1863. James L. Belote, 1864. Thomas C. Tabb, 1865. William W. Lamb, 1866. John R. Ludlow, 1866-68. Francis DeCordy, 1868-70. John B. Whitehead, 1870-72. John R. Ludlow, 1872-74. John B. Whitehead, 1874-76. John S. Tucker, 1876-80. William Lamb, 1880-86. Barton Myers, 1886-88. R. G. Banks, 1888-March 7, 1890. E. M. Henry, March 7-June 30, 1890. Frank Morris, July 1, 1890; died January 13, 1892. S. Marx, January 18, 1892-June 30, 1892. A. B. Cooke, 1892-94. Charles W. Pettit, 1894-96. W. R. Mayo, 1896-98. C. Brooks Johnston, 1898-1900; re-elected 1900 for term of two years; resigned May 14, 1901.

Nathaniel Beaman elected to fill unexpired term, May 14, 1901.

Norfolk City is governed under a charter which provides for a mayor; a legislative council composed of two bodies, an upper or "select" council, and a lower or "common" council; a judge of the Corporation Court; a judge of the Court of Law and Chancery; a police judge; justices of the peace; a treasurer; and auditor; a collector; a commissioner of the revenue; an engineer; a city attorney; a school board for the department of public education; a board of street, sewer and drain commissioners; a board of electrical control; a board of health; a quarantine board; also governing boards of the water, fire and police departments, etc.

Some of these boards have large powers and, while they are all subordinate to the Councils in most matters, in some things the Board of Education has independent powers under the charter.

The two houses of the Council have 36 members, 23 in the "common" branch and 13 in the "select" branch. The people elect all members of the Council by wards under an apportionment based on population as follows:

First Ward	8
Second Ward	8
Third Ward	8
Fourth Ward	6
Fifth Ward (Brambleton)	3
Sixth Ward (Atlantic City)	3

From the whole number meeting in joint session the members of the Select Council are chosen. As to their powers: These bodies are co-ordinate; a measure may originate in either, but must pass both.

There are also the other numerous officials required in all large cities such as clerks of courts, market clerks, weighers and sealers, grain, street and plumbing inspectors, gaugers, water registrars, cemetery keepers, etc.

The chiefs of the police and fire departments are elected by the Councils. The elective city officials hold office for two years, with the exception of three, viz: The commissioner of revenue is elected for four years, the clerk of the courts for six years, and the city treasurer for three years.

In the four old wards, on the $100, the rate of taxation is: City, $1.70; State, $.40; total, $2.10. In the Fifth Ward, on the $100: City, $1.05; State, $.40; total, $1.45, until July 1, 1902,—after that date the same as the remainder of the city. In the Sixth Ward, on the $100: City, $1.25; State, $.40; total, $1.65, until February 22, 1905,—after that date the same as the remainder of the city. The assessed valuation of real estate is about two-thirds of the actual value. The credit of Norfolk is first class; her five per cent. bonds selling at 115, and her four per cent. bonds at 107 1-2.

OFFICERS OF THE CITY OF NORFOLK.

(July 1, 1900.)

Mayor—C. Brooks Johnston (resigned May 14, 1901, succeeded by Nathaniel Beaman, same date).
Mayor's clerk—Cyrus D. Jordan.
City treasurer—H. S. Herman.
City auditor—Joseph T. Culpepper.
Collector of city taxes and levies—William L. Baker.
Commissioner of revenue—W. W. Dey.
Commonwealth's attorney—William H. Venable.
City attorney—Walter H. Taylor.
City engineer—W. T. Brooke.
Assistant city engineer—Walter H. Taylor.
Inspector of buildings—Alexander Nugent.
Inspector of streets—Benjamin L. Christian.
Superintendent of cemeteries—John W. Broughton.
Superintendent of Calvary Cemetery—F. Gillam (colored).
Keeper of Almshouse—H. A. Tarrall.
Clerk of the Market—W. H. H. Woodhouse.
Sealer of weights and measures—A. W. Grandy.
Gauger and inspector of liquors—J. W. Cake.
Janitor of City Hall—B. F. Bunting.
Custodian of Christ Church Clock—T. Shepherd Brown.

HEALTH DEPARTMENT.

Board of Health—Nathaniel Beaman, mayor, *ex-officio* chairman; N. C. Pamplin; Dr. C. F. Newbill, health commissioner.
Clerk to the Board—A. Plummer Pannill.
Physician to the Almshouse—Dr. Stark A. Sutton.
Physicians to the city poor—Drs. P. S. Schauck and J. R. Speight.
Coroners—Drs. E. N. Newton and E. P. Oden'hal.

WATER DEPARTMENT.

Board of Water Commissioners—George McIntosh, president; Richard H. Wright, treasurer; N. M. Osborn.

Superintendent—Herbert L. Smith.
Registrar—T. J. Peele.

BOARD OF STREET, SEWER AND DRAIN COMMISSIONERS.

J. D. Hofheimer, chairman; H. Hodges; W. T. Cooke.

FIRE DEPARTMENT.

Fire Committee of the Councils—William W. Hannan, Common Council; Albert Stahl, Common Council; W. P. Oberndorfer, Select Council.
Chief engineer—Martin J. Ryan.
Assistant engineer—John S. Webber.

POLICE DEPARTMENT.

Board of Police Commissioners—Nathaniel Beaman, mayor, *ex-officio* chairman; A. P. Thom; John N. Vaughan.
Clerk to the Board—Cyrus D. Jordan.
Chief of police—Charles G. Kizer.
1st assistant chief of police—M. J. Villines.
2nd assistant chief of police—Andrew Stephens.
1st sergeant—T. F. Dalton.
2nd sergeant—Charles A. Beane.
3rd sergeant—John T. Mayo.
4th sergeant—G. M. Heppel.
Chief clerk—L. T. McGuire.

CITY COURTS.

Corporation Court—Hon. Allan R. Hanckel, judge; James V. Trehy, clerk.
Court of Law and Chancery—Hon. W. B. Martin, judge; James V. Trehy, clerk.
Circuit Court—Hon. R. R. Prentis, judge; Lawrence Waring, clerk.
Police Court—Hon. Tazewell Taylor, justice—Cyrus D. Jordan, clerk.
Justices of the peace—J. Lee Seneca, James B. Holland, Harry Smith, A. H. Ashburn, A. J. Dalton, J. L. Nash.
High constable—W. G. Pettis.

THE COMMON COUNCIL.
(July 1, 1900.)

President—J. Frank East.
Vice-president—Nathaniel Beaman.
City treasurer, *ex-officio* clerk—H. S. Herman.
Acting clerk—R. E. Steed.
Messenger—Boswell T. Camp.
Councilmen (23)—
First Ward—J. Lee Seneca, Thomas S. Fitz-gibbon, E. H. Cunningham, J. A. Ridgewell, Albert Stahl.
Second Ward—J. N. Kiernan, W. M. Hannan, William McManus, J. G. Tilton, F. T. Wise.
Third Ward—Nathaniel Beaman, J. W. Keeling, William W. Old, J. O. Pitt, R. W. Whitehurst.
Fourth Ward—J. Frank East, D. A. Underdown, W. H. Mayo, A. C. Walker.
Fifth Ward—C. Preston Denby, A. M. Cousins.
Sixth Ward—Edward Camp, Thomas S. Southgate.

THE SELECT COUNCIL.

President—Fred Greenwood.
Vice-president—Charles H. Consolvo.
Clerk—H. N. Poulson.
Messenger—Boswell T. Camp.
Councilmen (13)—
First Ward—Charles H. Consolvo, T. M. Cashin, J. J. O'Keefe.
Second Ward—E. L. Mayer, William Pannill, W. P. Oberndorfer.
Third Ward—J. W. Cashin, Fred Greenwood, C. O. Wrenn.
Fourth Ward—Frank Jacobs E. S. Joynes.
Fifth Ward—Jesse O. Reid.
Sixth Ward—R. L. Forrest.
Finance Committee of the Councils—Nathaniel Beaman, chairman of Common Council; Charles H. Consolvo, chairman of Select Council; William W. Old, Common Council; E. H. Cunningham, Common Council; E. L. Mayer, Select Council.
R. E. Steed, clerk to the Committee.

SINKING FUND COMMISSIONERS.

Col. Walter H. Taylor, J. G. Womble, Richard Walke.

BOARD OF ELECTRICAL CONTROL.
(As per city ordinance.)

J. A. Ridgewell, chairman of Council Light Committee.
W. T. Brooke, city engineer.
Martin J. Ryan, chief of Fire Department.
R. A. Smith, city electrician.

LOSSES SUSTAINED IN THE BURNING OF NORFOLK AND PORTSMOUTH BY LORD DUNMORE.

The commissioners appointed by an Act of the Virginia Assembly in 1777 to inquire into and ascertain the losses sustained by the late inhabitants of the borough of Norfolk by the burning of it and Portsmouth by Lord Dunmore in 1776 were Richard Kello, Daniel Fisher, Joseph Prentiss and Rev. Robert Andrews.

They met in Norfolk in September, 1777, when Hardress Walter and Richard Taylor, carpenters, were sworn to value the ruins.

The following appears as a part of that commission's report and may be of interest to their descendants:

George Abyvon, merchant, 11 houses, £2,139, 19s.
James Baker, bricklayer, 5 houses, £326.
Thomas Newton, rope-walk, £4,235, 6d.
John Hutchings, merchant, 15 houses, £1,949.
Lewis Hansford, merchant, 1 house, £77, 1s., 3d.
William Holt, merchant, 8 houses, £1,569, 17s., 3d.
Taylor Hansford, merchant, 7 houses, £960.

Samuel Bacon, watchmaker, 7 houses, £1,816, 10s.
Elizabeth Kelsick, 4 houses, £433.
John Willoughby estate, 12 houses, £1,004, 15s.
Bartholomew Thompson, tanner, 8 houses, £319.
Samuel Portlock, blockmaker, 2 houses, £981, 12s., 6d.
Mary Ross, tavern-keeper, 2 houses, £162, 10s.
Edward Parke, tanner, 7 houses, £740.
Mary Herita, baker, 8 houses, £676, 10s.
Stephen Tankard, tavern-keeper, 5 houses, £1,354, 12s., 2d.
James Maxwell, mariner, 5 houses, £757, 8s., 4d.
Lemuel Willoughby estate, 6 houses, £754.
Alexander Guthry, mariner, 2 houses, £278, 10s.
Thomas Poole, silversmith, 1 house, £72, 10s.
William Minnetree, carpenter, 4 houses, £230.
Christopher Calvert, mariner, 11 houses, £1,102, 15s.
Thomas Orion, tanner, 5 houses, £291.
James Guy, sailmaker, 1 house, £252.
James Atkinson, tavern-keeper, 2 houses, £385.
James Leitch, shoemaker, 4 houses £140.
John and William Ingram, merchants, 4 houses, £436.
Joseph Mitchell, carpenter, 6 houses, £1,325, 1s., 4d.
William Ivey, mariner, 4 houses, £318, 2s., 6d.
John McCloud, joiner, 3 houses, £148, 1d.
John Gardner, ship carpenter, 3 houses, £236.
Joyce Edwards, ship carpenter, 4 houses, £265.
Samuel Danby, ship carpenter, 2 houses, £82.
John Boggess, merchant, 3 houses, £247, 12s.
Lemuel Bonick, mariner, 5 houses, £416.
Anthony Walke, merchant, £372.
Joshua Peede, tailor, 3 houses, £319.
James Dyson, tailor, 3 houses, £417, 10s.
John Shore, bricklayer, 1 house, suburbs, £77.
Maximilian Morley, shoemaker, 5 houses, £234.
John Williams, mariner, 2 houses, Church street, £133, 10s.
Charles Cooper, carpenter, 7 houses, £638.
Richard Pickadick, silversmith, 3 houses, £162.
John Smith, £160, 16s.
Marg. Taylor, 3 houses, Church street, £200, 10s.
Robert Tucker, mariner, 1 house, £93, 10s.
John Lee, merchant, 7 houses, £417.
Thomas Morris, carpenter, 5 houses, £284, 5s.
William Day, mariner, 2 houses, suburbs, £68.
Sarah Taylor, £187, 5s., 6d.
Mary Rotherz, 4 houses, £379.
John Selden estate, 8 houses, £815.
W. R. W. Curle, attorney, 7 houses, £526, 10s.
Solomon Edey, mariner, 5 houses, Bermuda street, £352.
Wright Westcott, mariner, 5 houses, Catharine street, £988.
James Williams, blockmaker, £78, 5s.
John Dunn's estate, 4 houses, Catharine street, £701, 6s.
James Haldane, coppersmith, £694, 13s., 4d.
James Holt, attorney, 2 houses, £1,842, 10s.
David O'Sheal, attorney, 3 houses, £397.
John Harris, mariner, £167, 19s., 3d.
Richard Scott estate, 6 houses, £785.
James Dunn, carpenter, 7 houses, Catharine street, £395.
Maximilian Calvert, merchant, 41 houses, £3,899.
James Cooper, carpenter, 13 houses, £1,292.
Willis Bramble, ship carpenter, 2 houses, £339.
William Freeman, butcher, 10 houses, £1,134.
Prudence Bayne, 2 houses, £171.
Goodrich Boush, merchant, 8 houses, £482.
John Livingstone, merchant, 8 houses, £389.
Robert Hallon, mariner, £246.
Sarah Cann, 12 houses, £1,417.
Francis McKerrell, mariner, 3 houses, Catharine street, £450, 2s.
Hodge Miller, mariner, 2 houses, Main street, £215.
William Smith, cooper, 14 houses, £1,067, 10s.
Thomas Drury, mariner, 2 houses, Cambridge street, £83.
Ed. Moseley, carpenter, 2 houses, £396.
Phripp, Taylor & Co., merchants, £1,305.
Thomas Newton, merchant, 28 houses, £5,654.
James Archdeacon, merchant, 5 houses, £595.
John Phripp estate, merchant, 18 houses, £2,845, 13s.
Mathew Phripp, merchant, £392, 7s.
Phripp & Bowdoin, merchants, £433, 5s.
Robert Tucker estate, 12 houses, £2,962.
John Griffin, carpenter, 4 houses, £424.
Seth Pointer, carpenter, 10 houses, Catharine street, £565, 1s., 8d.
Robert Tucker, Jr., merchant, 6 houses, Main street, £789.
John Smith, 8 houses, £1,108.
Thomas Matthews, 11 houses, £995.
John Kelsick, 1 house, £150.
Samuel Blows, blacksmith, 2 houses, Church street, £213, 10s.
Dr. James Taylor, 13 houses, £2,805.
Margaret Taylor, 5 houses, £1,236.
Severn Eyres estate, 11 houses, £939.
Jacob Williams, baker, 7 houses, £500.
Society of Masons, 1 house, £1,200.
John Godfrey, blockmaker, 4 houses, £286.
Dickerson Pryor, joiner, 6 houses, £546.
Cornelius Calvert, merchant, 12 houses, £2,311, 15s, 7d.
Hardress Waller, carpenter, 16 houses, £1,394, 5s.
John James, carpenter, 7 houses, £555.
Paul Proby, mariner, 10 houses, Bermuda street, £882.
Richard Ingston, mariner, 6 houses, £647.
Nicholas Wonycutt, mariner, 4 houses, £558.
Mary Williamson, 5 houses, £434.
Paul Loyall, merchant, 13 houses, £1,932, 5s.
Loyall, Newton & Co., merchants, 3 houses, £2,820, 15s., 7d.
Nat Tatum, 2 houses, £242.
John Marnox, mariner, 6 houses, Cumberland street, £489.
William Bevan, joiner, 5 houses, £238.
William Cornick, mariner, 4 houses, £337.
Saunders Calvert, 5 houses, Main street, £526.
Henry Cornick, mariner, 1 house, £294.
Wilson Newton, 17 houses, £1,524.
John Collins, mariner, £84.
Rebecca Newton, 3 houses, £215.
Joel Mohun, blacksmith, 3 houses, £928, 18s.
Philip Carberry, baker, 3 houses, £729.



High School Building, Norfolk, Va.



U. S. Custom House, Norfolk, Va.

Francis Haynes, mariner, 1 house, £170.
Sarah Dyson, 6 houses, Bermuda street, £346.
Henry Tucker, mariner, 8 houses, Bermuda street, £405.
George Jamieson, blacksmith, 4 houses, £291, 10s.
John Poole, carpenter, 4 houses, £332.
James Wood, bricklayer, 1 house, Cambridge street, £235.
John Brodfoot, 5 houses, Cumberland street, £373, 10s.
Ann Winterton, 2 houses, £172.
John Johnson, mariner, 4 houses, £386.
Thomas Thompson, tanner, 8 houses, Catharine street, £1,520.
James Bushel, carpenter, 3 houses, without limits town, £114.
Arthur Denby, wheelwright, 4 houses, without limits town, £557.
William Westerhouse, 2 houses, without limits town, £132.
Howard Poole, bricklayer, 9 houses, £3,336, 5s.
William Chisholm, merchant, 16 houses, £1,830.
Andrew Martin, 3 houses, Brewer street, £422.
William Porter, 2 houses, Main street, £181.
Joshua Nicholson, 4 houses, £280.
Morto Brien, tallow chandler, 2 houses, £190.
Thomas Price, mariner, 6 houses, Main street, £638.
County of Norfolk, 3 houses, £495.
Borough of Norfolk, 5 houses, £1,480, 15s.
Parish of Elizabeth River, 10 houses, £3,355.
William Calvert, mariner, 7 houses, £480, 6s.
Eliza Hansford, 2 houses, £236, 14s., 6d.
Thomas Talbot, shipbuilder, 18 houses, £3,308.
John Gilchrist, 6 houses, £609, 10s.
John Ramsay, physician, 10 houses, £1,506.
John Woodside, tailor, 9 houses, Woodside lane, £1,602.
Stephen Wright, 14 houses, £1,681.
Joseph Hutchings, 12 houses, £1,717.
William Aitcheson, merchant, 7 houses, Catharine street, £1,364.
John Calvert, mariner, 5 houses, Main street, £537.
Joshua Wright, saddler, 1 house, £213.
Thomas Claiborne, 3 houses, £346.
Robert Waller, 6 houses, £1,370.
William and Thomas Farmar, merchants, 12 houses, Main and Bank streets, £1,563.
Ed. Archer, merchant, 5 houses, £733.
John Archer, merchant, 1 house, £503.
Richard Taylor, carpenter, 5 houses, £1,033.
Mathias Christian, miller, 2 houses, Church street, £185.
Daniel Hutchings, merchant, 7 houses, Main street, £691.
Nicholas Poole, silversmith, 2 houses, Bermuda street, £306.
James Ramsay, 6 houses, £555.
Town Point Company, 8 houses, £677.
John Payne, barber, 1 house, £208.
Jonas Herbert, mariner, 5 houses, £541.
John Williamson, blacksmith, 7 houses, Main street, £446.
Samuel Boush, 52 houses, £7,405.
John Browness, 13 houses, Main street, £1,400.
Breshaw & Lorrain, carpenters, 2 houses, £380.
Richard Brown, carpenter, 14 houses, £1,833.
Andrew Sprowle, merchant, 2 houses, £155.
Neil Jamieson, merchant, 17 houses, Main street, £2,173.
Alex. Gordon, physician, 10 houses, £695.
John Hardy, mariner, 14 houses, £1,293.
William Orange, merchant, 40 houses, £1,792.
James Parker, merchant, 5 houses, £563.
John Cramond, merchant, 4 houses, Catharine street, £341.
Robert Gilmour, merchant, 5 houses, Main street, £467.
Samuel Farmer, merchant, 5 houses, £768.
James Campbell & Co.'s rope-walk and tan yard, £1,500.
Matthew Rothery, 5 houses, Rothery's lane, £1,399.
Henry Rothery, 3 houses, Cumberland street, £420.
Peter Bazor, hatter, 1 house, Church street, £150.
Thomas Applewhite, 1 house, Main street, £150.
John Greenwood, merchant, 14 houses, £1,423.
Josiah Deane, ship carpenter, 5 houses, £350.
Christopher Busten, ship carpenter, 5 houses, Catharine street, £598.
James Dawson, mariner, 10 houses, £894.
John Barrett, mariner, 3 houses, £265.
Benjamin Knight, 7 houses, £715.
Richard Symes, 3 houses, £229.
D. W. McClurg, physician, 4 houses, in suburbs, £1,083.
Josiah Hodge, mariner, 3 houses, £200.
Talbot Thompson, sailmaker, 4 houses, Cumberland street, £40.
Andrew Stevenson, mariner, 3 houses, £270.
The New Distillery Company, £6,000.
Archibald Campbell, merchant, 19 houses, £2,407.
W. Morgan, mariner, 2 houses, £227.
County of Norfolk, 2 houses, £1,400.
The total of which was £176,426 1s. 10d.

As I understand, this above only relates to the value of buildings, and does not include value of merchandise, furniture, goods and other property that was destroyed in the general burning of the town by Lord Dunmore.

At the same time the value of property destroyed in the town of Portsmouth is stated to have been £8,450.

On Windmill Point, opposite, and where the fort was erected, the value of property destroyed is stated to have been £2,005.

I make it that there were 1,333 houses or buildings destroyed in all.

I see that a British officer on board the British ship "Otter," which was one of Lord Dunmore's fleet, in writing home, stated that there were only about 12 houses left standing, on the northernmost end of the town.

THOMAS B. ROWLAND.

CHAPTER XXII

HISTORY OF THE CITY OF PORTSMOUTH

The Town—The First Act for Building the Town—Grant to Craford—Will of the Founder—Dale Plantation—Extending the Boundaries—Tithables of 1798—Incorporated as a Town—Names of Squares—Effingham Street—Incorporated as a City—Changing the Wards—Historical Events—The Great Freeze—The August Storm—The Yellow Fever—The Gosport Iron Works—The United States Naval Hospital—Portsmouth's Patriotism and Patriots—The Confederate Cause—The Portsmouth Fire Department—Great Conflagrations—Mayors of Portsmouth—Roster of City Officers.

An Act of General Assembly in 1662, for building a town (Hen. Stat., Vol. 2, Page 172, Ch. 16) contained very minute provisions; the town (Jamestown) was to consist of 32 brick houses, one of which was to be built by each of the 17 counties; no wooden houses were thereafter to be built within the limits of the town, nor those then standing to be repaired, but brick ones were to be erected in their stead. In 1680 it was directed that in each of the counties (then 20 in number) 50 acres of land should be purchased and laid out for towns, the places for which are specified in the Act (Hen. Stat., Vol. 2, Page 271, Ch. 5). This Act seems not to have received the royal assent (Qd. Page 508). In 1691 another Act was passed (Qd. Vol. 3, Page 58, Ch. 8). This Assembly suspended (Page 108, Ch. 1), but before the suspension, some lands had been laid out into lots and built on (Qd. Page 186, Ch. 10; Page 432, Ch. 44). In 1705 an Act was passed for establishing ports and towns, containing provisions of a general and comprehensive character (Qd. Page 404, Ch. 42); but this was repealed by proclamation in 1710. Thenceforth the course was to pass special Acts establishing towns and therefore Portsmouth was the outcome of a special Act of the General Assembly.

On the Southern Branch of the broad and beautiful Elizabeth River, 106 miles from the State Capital, Richmond, 230 miles from the Federal Capital, Washington, and eight miles from Hampton Roads, in Latitude 36 degrees 50 minutes north, and Longitude 76 degrees 19 minutes west, lies the city of Portsmouth, in the State of Virginia, with a population of 17,427. Nature has endowed her with every physical advantage that can conduce to the growth of a community and the prosperity of a people, enjoying, as she does, the delight of a climate at once so mild and healthful that deaths from sunstroke are almost unknown, and from extraordinary exposures to cold even in extreme winter of the rarest occurrence. Blessed with the benefits, in common with her sisters Nor-

folk and Berkley, of the finest harbor on the American shores of the Atlantic Ocean, possessing the profits accruing from the fertile lands by which she is surrounded; withal peopled by industrious inhabitants, she is moving forward to reach those great proportions her founder, Col. William Craford, expected.

An editorial of the *Daily Messenger*, October 6, 1843, on Portsmouth says: "There is no section of Virginia which presents a more desirable residence than this town. To the man of business there are facilities rarely to be met with. A direct communication with North Carolina by the Portsmouth & Roanoke Railroad, a tri-weekly line of steamboats to Richmond and Petersburg, a daily line to Baltimore and Philadelphia, and a weekly line of packets to New York, thus presenting a line of the principal markets in the country. To men of wealth there are fine opportunities for investing money, with other advantages not found elsewhere. A climate midway between the frozen regions of the North, and the burning sun of the South, the temperature of which is most conducive to health, being neither subject to the pulmonary and inflammatory diseases of the North, or the equally fatal bilious diseases of the South.

"Another, and not the least important consideration in the selection of a residence is the advantage which this town affords for the education of children. We have several schools of a high order for both sexes. The Virginia Literary, Scientific and Military Academy, under the superintendence of Captain Partridge, which has at present four professors, and another will be added as soon as the patronage will justify it. The Odd Fellows' School, under the management of Mr. Connelly, where instruction is imparted upon a new and highly recommended system. The Portsmouth Female Seminary, with those accomplished teachers, Mrs. Young and Miss Town, which affords our citizens the opportunities of educating their daughters at home under their own supervision, which is of no minor importance to those who have daughters to educate.

"We have several other excellent schools both for the primary and higher branches of an English and classical education."

THE FIRST ACT FOR BUILDING THE TOWN.

Under the following Act passed on the 25th of February, 1752, in the reign of George II of England, and 47 years after Norfolk was created a borough, Portsmouth was founded.

The General Assembly begun and held at William and Mary College in Williamsburg on Thursday, the 27th day of February, in the 25th reign of our sovereign lord, George II, by the peace of God, of Great Britain, France, and Ireland, King, Defender of the Faith, etc., and in the year of our Lord, 1752, enacted (Chapter XXIV):

An Act for Establishing the Town of Portsmouth, in the County of Norfolk, and to prevent the building of wooden chimneys therein.

I. *Whereas,* it hath been represented to this Assembly that William Craford, of the County of Norfolk, Gentleman, hath lately laid out a parcel of land, on the south side of Elizabeth River, opposite to the town of Norfolk, into 122 lots, commodious streets, places for a Court House, Market, and public buildings, for a town, by the name of Portsmouth, and made sale of most of the said lots to divers persons who are desirous to settle and build thereon speedily; and also that the said town lies very convenient for trade and navigation:

II. *Be it enacted, by the Lieutenant Governor, Council, and Burgesses of this present General Assembly and it is hereby enacted, by the authority of the same,* That the said piece or parcel of land be, and is hereby constituted, appointed, erected, and established, a town, in the manner it is already laid out, by the said William Craford, in lots and streets, to be called by, and retain the name of Portsmouth, and that the freeholders of the said town, shall forever hereafter enjoy the same rights and privileges, which the freeholders of any other town, erected by Act of Assembly in this Colony, have and enjoy.

III. *And be it further enacted by the authority aforesaid,* That it shall not be lawful for any person whatsoever, to erect or build, or cause to be erected or built, in said town, any wooden chimney; and if any person shall presume to erect, or build, any wooden chimney, contrary to the directions of this act, it shall and may be lawful, for the sheriff of the said county, and he is hereby required, to cause such chimney to be pulled down and demolished.

The survey of the town was made on the 7th day of February, 1752, by Gresham Nimmo, surveyor.

At a court of Norfolk County, held on the 18th day of January, 1750, present, Col. William Craford, Capt. John Hutchings, William Portlock, Charles Sweny, Capt. William Ivy, Capt. George Veale.

* * * * * * * * *

"Col. William Craford this day produced in Court the plan of the town of Portsmouth and prayed that the same may be lodged in the Clerk's office for the use of the inhabitants thereof."

This map is now in the clerk's office of the Court of Hustings for the city.

GRANT TO CRAFORD.

The grant to William Craford out of which Portsmouth was carved reads as follows:

George, etc., to all, etc. Know ye that for divers good causes and consideration, but more especially for and in consideration of the sum of twenty-five shillings of good and lawful money for our use paid to our receiver general of our Revenues in this our Colony of Virginia. We have given, granted and confirmed and by these presents for us, our heirs and successors do give, grant and confirm unto William Craford one certain tract or parcel of land containing eleven hundred and twenty-nine acres lying and being on ye west side of ye mouth of the Southern branch of Elizabeth River in the County of Norfolk and bounded as followeth, to-wit: beginning at ye mouth of Crab Creek and running thence by a line of markt trees up ye creek dividing Wm. Bustin's land from this south westerly fifty-six degrees and a quarter four hundred eighty-six pole to a gum Huses corner, thence on a line of markt trees of the Huses patent south westerly thirty-three degrees and a half one hundred and twelve pole to a pine on ye north side of Parrodice Creek, thence running up ye creek and bounding thereon north westerly fifty-five degrees sixty-three pole to a red oak on ye said creek and at the mouth of the reedy branch, thence on a line of markt trees dividing this land and the land of Edward Hues northeasterly five degrees forty-five "minutes" one hundred forty-nine pole to a white oak thence on a line of markt trees dividing this land and the land of the said Hues north westerly twenty-two degrees and a half forty pole to a sassafras thence on a line of markt trees dividing this land and the land of ye said Hues or Henry Low northeasterly thirty-seven degrees and a half one hundred eighty-one pole to a pine on ye east side of the head of Church Creek, thence running down on ye east side thereof and bounding northwesterly two degrees three hundred twenty-six pole thence on ye said creek again northeasterly eighty-one degrees ninety pole, thence running crossing a small creek issuing out of Church Creek southeasterly thirty degrees eighty-eight pole to a white oak standing at ye head of a small branch dividing this land and the land of Joshua Carle, it being a corner tree of ye said Carle patent and running thence on a line of markt trees dividing this and the land of ye said Carle southeasterly eighty-three degrees one hundred and five feet to a hickory at ye head of the Island Creek thence running down the south side of the said creek and bounding thereon to ye mouth thereof thence bounding on Elizabeth River and the Southern branch thereof according to the several courses thereof, to the mouth of the Crab Creek the first *menconed* station. It being the land found within the bound of a patent granted to Capt. Wm. Carver ye 15th day of September 1664 for eight hundred and ninety acres, with all, etc., to have, hold, etc., to be held, etc., yielding paying, etc., provided, etc. In witness, etc.

Witness our trusty and well beloved Alexander Spottswood our Lt. Governor, etc., at Williamsburg under ye seal of our said Colony ye thirty-first day of October one thousand seven hundred and sixteen in the third year of our reign.

The 122 lots laid out by Col. Craford as the original town of Portsmouth are contained in the following bounds: Beginning at the mouth of the Southern Branch, thence running westwardly on the southern boundary of Crawford's Bay to the mouth of Swimming Point Creek, thence southwardly along Dinwiddie street to South street, thence eastwardly along South street to the Southern Branch, and thence northwardly along the river to the beginning, north of North street.

WILL OF THE FOUNDER.

The following is the will of Col. William Craford, the founder of Portsmouth, a member of the House of Burgesses and one of the most prominent men of Norfolk County in colonial days:

In the name of God, Amen, I, William Craford of Portsmouth Parish, County of Norfolk and Colony of Virginia, at this time (tho' sickly in Body) thanks to God for the blessings of a sound memory, and in my ordinary judgment and understanding do hereby make my last Will and Testament:—first commending my soul to God the Father for Mercy and in hopes of salvation and a joyful resurrection, through the sacrifice and intercession of Jesus Christ my Savior and Redeemer.

1st. It is my will that all my just debts shall be paid as soon as possible.

2ly. I give and bequeath unto my sister Abigail Conner three hundred pounds current money of Vir-

guna out of my bonds and mortgages and six lots of land in Portsmouth, three of them to be chosen by her or heirs, and three of them to be assigned by Thos. Veale hereafter mentioned, and unto her heirs. I likewise acquit and release her and her heirs forever from all debts, claims and demands whatsoever.

3ly. I give and bequeath unto Danl. Dale the plantation he now lives on (not exceeding one hundred acres) during his natural life and the negro fellow he has now in possession named Jemmy and after his decease unto William Dale his son and unto his heirs forever. I likewise give unto the said Danl. Dale the lott he built a Brick House on in Portsmouth and unto his heirs, he first paying me or my Executors twenty-nine pounds Virginia currency for the same.

4ly. I give and bequeath unto Abigail Veale, otherwise Etheredge, and unto Amos her husband the House and lot I now live in and upon in Portsmouth during their natural lives, and after their decease equally between the issue of her body and their heirs. I give unto the said Amos Etheredge the lot of land in Portsmouth he lately built on adjoining to George Harness's and to his heirs forever, I likewise give unto the said Abigail Veale, otherwise Etheredge, the following negroes viz: Anthony, Pompey, together with Dinah, Joan, Patience and Betty with all the issue they now have or in the future may have, and to her heirs forever. I likewise give her all my household furniture, my Plate, money, and Books excepted. I give unto Thos. Bustin in Princess Anne County all my negroes that he has now of mine in possession and unto his heirs forever, I give and bequeath unto each of Lemuel Veale's (deceased) children one lott of land in Portsmouth and to their heirs forever. I give unto my friend and nephew William Conner, my gun, my watch and acquit him of all debts and claims. I give unto the children of Eliza Veale otherwise Herbert (deceased) my negress Nancy and all her present and future issue and to their heirs and for the regard I bear to the memory of Mary Veale my former House Keeper, as well as the natural love I bear to her children, it is my express Will, that George and Thomas Veale her children shall have and hold and enjoy the undermentioned legacies and estate to them and their heirs forever, I therefore give and bequeath unto George Veale the son of the said Mary the whole Plantation he lives on and in his occupation, Beginning Easterly at the Rice Branch and running to a Creek Southerly, then running on the South side of the Western Branch Road and then as the Line trees were last possessioned to the neighbor's lands, I mean from the Rice Branch to the School House Branch and as far as it extends upon the Southward back of the Road. I give unto him also half of the lott (and great Copper Kettle) in Portsmouth whereon he lately built a slaughtering house and one half of all my lands in Princess Anne County together with one half of all my negroes and their future increase unto him the said George Veale and his heirs forever, I give and bequeath unto Thomas Veale the son of the aforesaid Mary Veale the whole and all my lands in Portsmouth Town and adjacent to it as far as the Rice Branch Westerly and in general all my lands in Norfolk County whatsoever not already given away, and one half of all my lands in Princess Anne County together with one half of all my negroes not already given away with all their future increase unto him the said Thomas Veale and his heirs forever. I give all my stock of cattle, etc., equally between George Veale, Thomas Veale and Abigail Veale afsd., and my Plate and everything else, I have not given away, I equally give it to the said Thomas and George Veale, I constitute and appoint the aforesaid George and Thomas Veale Executors of this my last Will, written on the two preceding and this Page of this sheet of paper at Portsmouth Town in Norfolk County this 27th day of January 1762.

Wm. Craford and SEAL.

Test
Thos. Scott
John Ray
Charles Smith

April Court 1762. The above will proved as per order Book.

Test Saml. Boush, Clk.

Colonel Craford resided at the time of his death in his mansion house on the corner of High and Craford street, now the site of the People's Bank. Since his death his name has been changed to Crawford, as the signature to his will gives his real name.

DALE PLANTATION.

Daniel Dale resided on the part of the plantation of Colonel Craford, now known as Swimming Point, at the time of the Colonel's death. The mansion house now owned and occupied by the Guthrie family is said to have been built by Colonel Craford. The distinguished naval hero, Commodore Richard Dale, was born on this plantation. William Dale, who heired the property on his father's death, sold in 1770 that portion now owned by the Guthries, E. V. White, Legh R. Watts and others to Peter Edwards, and Edwards sold it in 1787 to Richard Nestor, who, in 1807, conveyed it to Samuel Marsh. He sold the part containing the mansion to William Smith, in July, 1809, then followed Smith's conveyance in September of the same year to Swepson Whitehead, then Whitehead's to Butler Cocke in 1810, and from Cocke in 1829 to Alexander Galt. On the 26th of September, 1831, Galt sold to Jacob Shuster, Jonathan Bonney and Harrison H. Banks, of Elizabeth River Parish, James Reed, John Harper and Edward Hatton, of Portsmouth

Parish, and Malachi Willey, Stephen B. Tatem and John Foreman, of St. Bride's Parish, overseers of the poor of Norfolk County, and the county authorities in June, 1855, sold to John G. Hatton, whose son, Dr. James L. Hatton, on Nov. 5, 1866, sold to Capt. John Julius Guthrie, the gallant hero, who lost his life in an effort to rescue the crew from the wreck of the ill-fated U. S. S. "Huron" on Virginia Beach.

EXTENDING THE BOUNDARIES.

Chapter VIII, of the Act of May, 1703, in the 3rd year of the reign of George III:

Section VI. And whereas, by an Act of Assembly, made in the 25th year of the reign of his said late majesty King George, the Second, a town was established in the County of Norfolk, by the name of Portsmouth, which daily increases; and whereas Thomas Veale, Gentleman, proprietor of the land adjoining, hath made humble request to this present General Assembly that a certain quantity of the said adjacent lands may be added to and made part of the said Town of Portsmouth, and that the purchasers of the lots laid off or to be laid off, on the said lands, may enjoy the same privileges and advantages as the freeholders and inhabitants of the said town do at present enjoy;

Be it therefore enacted, by the authority aforesaid, that so much of the said adjacent lands as are contained within the bounds hereafter described, including the said Town of Portsmouth, shall be added to and made part of the said Town of Portsmouth, to-wit: beginning at a stake, by the mouth of a small creek (Swimming Point Creek), opposite to where Daniel Veale now lives, running thence up the said creek, and crossing a small creek south fifty-nine degrees west; fifty-six poles thence south; forty-six degrees west; thirty-seven poles to the south corner of the said Veale's land, thence south, thirty degrees west, 160 poles to the head of Rice Branch; thence down the said Rice Branch south, 22 degrees east, 44 poles to the head of a cove issuing out of Crabb Creek (Gander Creek); thence along the meanders of the said cove to the said Crabb Creek; thence along the said Crabb Creek, according to the meanders thereof, to the southward branch of Elizabeth River; thence bounding on the said branch, and the said river, to the beginning.

Section VII. *And be it further enacted, by the authority aforesaid,* that the purchasers of lands within the bounds aforesaid, hereby added to and made part of the said Town of Portsmouth, as soon as the same shall be laid off into lots, and built on as the directors and trustees appointed by this Act shall direct, shall be entitled to and have and enjoy, all the rights, privileges and immunities, granted to, and enjoyed by the freeholders and other inhabitants of the said town.

Section VIII. *And be it further enacted by the authority aforesaid,* That Andrew Sprowle, George Veale, Thomas Veale, Charles Stewart, Humphrey Roberts, Francis Miller, James Race, David Purcell and Amos Etheridge, Gentlemen, shall be, and they are hereby nominated, constituted and appointed, directors and trustees of the said town; and they, or any five of them, shall and may, and they are hereby authorized and empowered to survey and lay off the said adjacent lands into lots and streets, and make from time to time such orders, rules and directions, for the regular and orderly placing and building the houses in the said town as to them shall seem expedient; and that in case of the death, removal out of the country, or other legal disability, of any one or more of the directors and trustees before-named, it shall and may be lawful for the surviving or remaining trustees to elect and choose so many other persons in the room of those so dead or disabled as shall make up the number of nine; which trustees so chosen shall, to all intents and purposes, be vested with the same power as any other in this act particularly nominated and appointed.

An Act was passed in May, 1783, authorizing the trustees to assess taxes on the inhabitants not to exceed three shillings on eve tithable and one and one-half per cent. of the value of real estate, to be appropriated for public improvements. They were also authorized to erect a Market House and contract with persons for repairing the streets.

The first Market House in Portsmouth was located in the middle of High street, between Crawford and Water streets. It was removed about the year 1835 to Glasgow street, between Middle and Crawford, and converted into a dwelling house.

Joseph Jones, Paul Loyall, William Lee, Mann Page, Henry Tazewell, Benjamin Harrison, Thomas Nelson, Miles King and John Kearns, Gentlemen, were appointed commissioners by an Act passed in May, 1784, to sell certain public lands for the use of the people; among them the Gosport lands adjoining Portsmouth were directed to be laid off into lots uniform with the town and sold. This Act was amended in October, 1784, directing that the public lands called and known by the name of Gosport be annexed to Portsmouth and the governor, with the advice of the council, was empowered to appoint three or more commissioners to lay off the lands into lots not exceeding a quarter of an acre each, with convenient streets and as nearly parallel to the

streets in the town of Portsmouth as the situation of the place would conveniently admit, and sell at public auction after giving 60 days' notice in the Virginia, Maryland and Pennsylvania gazettes.

An advertisement in the *Maryland Gazette*, of April 14, 1785, says: "Commissioners having laid off Gosport, offer at public sale 300 lots. They say that Gosport has superior advantages to both Portsmouth and Norfolk, as being nearer the proposed canal into North Carolina, deeper water and a safer harbor for the careening of ships."

Also in October, 1784, five additional trustees were authorized to be elected by the freeholders; the election to be conducted in the manner directed by the Act "to empower freeholders of the several towns not incorporated to supply vacancies of the trustees and directors thereof." The election was to be held on the third Tuesday in April, 1786, and every year thereafter for 12 trustees.

In October, 1789, the trustees were authorized to raise a sum not to exceed £400 to erect a bridge between Gosport and Portsmouth, and to sell certain lots in Gosport for the purpose.

The following is the record of a meeting in the oldest book preserved in the archives of the city:

At a meeting of the Gentlemen, Trustees for the Town of Portsmouth, on Wednesday, the 20th day of April, 1796.

Present.

James S. Mathews,	Thomas Emmerson,
Bernard Maguien,	John Quareles,
John Mushrow,	John Brooks,
Robert Thompson,	Nathaniel Peed,

Henry Dickinson.

This day the Sheriff made his return of the following Gentlemen, to serve the Town of Portsmouth as Trustees for one year:

William Wilson,	Robert Thompson,
James S. Mathews,	John Mushrow,
Robert Shelton,	Bernard Maguien,
John Brooks,	William Porter,
John Quareles,	Thomas Emmerson,
Nathaniel Peed,	Henry Dickson

Henry Dickson was unanimously elected President for the ensuing year.

Andrew Kidd was appointed Clerk to be paid the sum of twenty dollars per annum for his services and taking the list of tithables.

Capt. Henry Dickson was appointed Treasurer.

TITHABLES FOR 1798.

The following is the list of tithables in the town of Portsmouth for the year 1798:

Persons Names.	No. of Tithes.
Armistead, Ralph	1
Alford, Warring	4
Aberdeen, Henry	3
Allison, John	2
Anderson, Aquila	1
B.	
Blythe, James	1
Brooks, John	4
Bacci, Philip	5
Bustin, Edward	4
Buckley, Morris	2
Benson, Robert	3
Buxton, James	1
Bustin, John C.	2
Brooks, Thomas	2
Brown, James	2
Brown, Joseph	1
Brown, Francis, Sr.	4
Brown, Francis, Jr.	3
Bingley, Mathew	3
Bernbury, Mathew	2
Beale, George	3
Ballance, Willis	1
Blow, Richard	7
Burton, Peter	3
Barr, Richard	2
Blamire, James	4
Butler, George	1
Bell, John	3
Barnes, James	1
C.	
Cutril, Benjamin	1
Culpepper, Willis	1
Crow, Benjamin	1
Collins, George	1
Collins, Henry	3
Collins, Hannah	1
Clements, Daniel	6
Cann, Cann	4
Cotton, Willis	1
Cooper, Edward	4
Carter, Stephen	1
Cotton, Abram	2
D.	
Davis, David	2
Denby, Jonathan	2
Day, John	2

Persons Names.	No. of Tithes.
Day, Francis	2
Duval, Lucy	4
Dickson, Henry	7
Dickenson, Joseph	2
Davis, Mary	9
Duffey, James	1
E.	
Emmerson, Arthur	6
Elliott, Robert	3
Eshon, Nathaniel	7
Edwards, Mary	2
Edwards, Oney	1
F.	
Flora, William	1
Fervion, Euber	1
Foster, Joseph	1
Foster, John	8
G.	
Gerald, Henry	1
Gaskins, James	2
Graham, Francis	1
Grant, William	1
Gants, John F	1
Goffigan, ———	1
H.	
Hudras, Leon	2
Hughes, John	1
Hansford, Edward	2
Howser, George	1
Howser, Jacob	3
Herbert, Arthur	3
Herbert, Peter	3
Herbert, Sophia	2
Hall, Samuel	1
Hall, Lee	1
Halstead, Jesse	2
Hendree, John	1
Hasford, Peter	1
Holms, Robert	1
Herbert, Joseph	1
Hunter, Marianna	2
Hopkins, George	1
Henry, James	1
Harper, William	1
Hoffler, Thomas	2
Hopkins, W. William	2
Herbert, Judith	1
J.	
Jarvis, John	1
Jefferson, Ann	1
K.	
Kinder, Joseph	2
Kelsie, Richard	2
Kearnes, John	3
King, William	3
Kay, Jonathan	1
Keeling, Alexander	1
Kidd, Andrew	2
L.	
Laws, Tubinan	2
Livingston, Margaret	4
Linnel, Thomas	3
Leckie, Alexander	3
Leigh, William	4
Lewelling, James	1
Langley, John	1
Lawrence, Elizabeth	1
M.	
Milhado, Aaron	5
Mathews, James S	7
Millar, Francis	1
Millar, Dorcas	1
Moffatt, William	4
Moore, Capt. William	2
Moore, William	1
Morris, John	3
Morgan, John	1
Marchant, Gideon	2
McEvoy, John	2
Mushron, John	1
Maguien, Bernard	8
Miars, John	1
Miars, George	1
Michal, Margaret	2
Miars, Thomas	1
N.	
Nunn, Joseph	1
Nicholson, Jesse	2
Newhran, Edward	2
Nash, Thomas	8
Newell, James	1
Newton, Thomas	1
O.	
Oliffe, John	2
Owens, John	3
P.	
Pritchard, William	1
Porter, William	7
Peed, Nathan	1
Paynter, Prudent	1
Pearson, Mary	1
R.	
Reynolds, William	2
Rodman, Joseph	1
Rodman, Robert	1
Robertson, Patrick	3
Rutter, John	2
Roberts, Wilhain	3

Reynolds, William..... 2
Robbins, John..... 1

S.

Seymour, Edward..... 1
Schoolfield, John..... 1
Schute, William..... 10
Saunders, William..... 3
Stewart, Robert..... 1

T.

Tatem, Sarah..... 1
Toomer, Sheldon..... 1
Thompson, Robert..... 3

V.

Veale and Bradford..... 2
Veale, George..... 1
Veale, Thomas..... 2
Ventus, Mary..... 1
Veale, Ann..... 1
Veale, Dempsey..... 2

W.

Watts, Dempsey, Jr..... 3
Webb, Tapley..... 1
Wilson, Lois..... 2
Wilson, Willis..... 9
Willis, Walter..... 3
Williams, Charles, Jr..... 1
Wood, Story..... 4
Walker, Edward M..... 3
Webb, George..... 2
Wilson, William, Jr..... 4
Walker, Samuel..... 1
Watts, William..... 3
Williamson, F. and G..... 3
Williams, Charles, Sr..... 1
Warrener, Edward..... 2
Walker, William..... 1
Williams, Wilson..... 3
Williams, James..... 1
Whidbee, John..... 1
Whidbee, William..... 1

Y.

Young, James..... 5

Total 412

At a meeting of the Gentlemen, Trustees for the Town of Portsmouth on Saturday May 3rd, 1800, this day the Sheriff made his return of the following Gentlemen to serve as Trustees of the town aforesaid for the term of one year.

Richard Blow,	William King,
James S. Mathews,	John Foster,
Bernard Maguien,	Jona. Denby,
Henry Dickson,	Thos. Brooks,
Peter Herbert,	Nathl. Eshon,
John Brooks,	Daniel Clements.

Capt. William King was elected President.

It seems that hogs were troublesome to the town in its early day, for on the 29th of April, 1803, an order of the trustees empowered the constables to take up all hogs going at large after the 15th of May, and after three days' public notice to sell the same to the highest bidder, one-half for the good of the town and the other half "to the taken up"; but in case the owner appeared before the day of sale he could recover by paying $1. This proving ineffectual, on the 2nd of March, 1811, the owner of a hog at large was to be fined $5. Then the country hogs would visit the town and the town trustees had so much trouble in preventing these rovers that other decrees were made to put an end to the visits of the country hogs.

On January 4, 1803, the trustees were empowered to lease for 99 years renewable forever a part of the lot given by Col. William Craford for a market, and on the 7th of January of the same year they were authorized to extend the limits of the town to Chestnut street and to make rules for regulating the building on lots and to settled disputed lines. On the 25th of January, 1805, they were empowered to lease part of the land given by Craford for a Court House, the rents to be appropriated toward paving streets.

On the 18th day of January, 1811, an Act of the legislature was passed providing that the limits of the town were not to be extended from Effingham street to Chestnut street for 15 years unless the consent of the owners of the land affected thereby should be sooner obtained.

On the 21st of January, 1811, the trustees were granted additional powers and authorized to regulate weights and measures, to remove nuisances and obstructions in town and streets, to appoint one or more measurers of wood, salt, coal and grain, to make regulations for protecting property against fire, to prevent and punish fast driving, to prohibit hogs from running at large; to pass by-laws, rules and regulations for the good order and government of the town, to appoint constables or town sergeants.

The number of trustees was reduced to sev-

en by an Act passed on the 19th of February, 1819. The sheriff of Norfolk County was directed to hold annually at the Market House on the third Tuesday in April an election for trustees. This Act also made the trustees a body corporate and politic by the name of "The Trustees of Portsmouth." They were further empowered to pass by-laws for preventing goats and hogs running at large.

The Act incorporating the trustees of Portsmouth Academy and directing the overseers of the poor to convey to said trustees money produced by the sale of Glebe lands became a law on January 28, 1825, and there was an Act passed on the 14th of February, 1829, to revive and amend "an Act to authorize a lottery and the sale of certain lots in the town of Portsmouth."

On the 4th of April, 1831, Water street was established and the trustees were authorized to levy a tax to pay damages assessed to individuals. On March 10, 1832, the former location of Water street was changed. The trustees were authorized on the 13th of March, 1833, to prohibit the burial of dead persons within the limits of the town and to hold land for a burying ground. The trustees were empowered on the 4th of March, 1834, to prohibit the erection of any building east of Dinwiddie street and Second street, Gosport, unless the outer walls were to be of brick or stone.

On the first day of February, 1836, the trustees were empowered to cause the streets to be graded and paved, to employ a superintendent to audit expenses of paving and apportion expenses between property owners, to appoint watchmen and regulate their duties, to erect lamps, to direct surveyor to run limit of wharves, to regulate manner of constructing wharves, to remove infected persons to hospital, to hold land for a Market House, to rent out stalls and make rules regulating same, to hold land and erect a magazine thereon and appoint a keeper, to erect a Town Hall when required by a majority of the voters, to purchase land for public squares when freeholders desired it, to borrow money and issue scrip therefor and to levy taxes. On March 21, 1836, there was another Act amending the Act to establish Water street,—damages to be ascertained by a writ of *ad quod dammum,* and on the 2nd of April, 1838, firemen were exempted from jury service. On the 22nd of March, 1839, the law provided that the trustees should consist of nine persons to be elected on the first Saturday in April, and on the 24th of February, 1840, the sale of the Portsmouth Academy was directed and the proceeds divided according to the relative population of the town and county. On the 28th of March, 1848, a law was enacted to incorporate the commissioners of the public schools of Portsmouth. As will be observed, Portsmouth had a corporate existence by which she was authorized to issue bonds and to exercise certain other functions of a municipality, but she was not separate as to her government from Norfolk County until 1852. Previous to the incorporation of Portsmouth with all habiliments of a town it was, of course, under the jurisdiction of Norfolk County. A board of trustees constituted its legislature and a board of magistrates the judicial authority of the town. Of the latter, three justices of he peace composed a quorum for the adjudication of civil cases, five for the trial of criminal offenses.

An Act of the 15th of May, 1852, in its 6th section directed that: "Until otherwise provided, the Town of Portsmouth shall for the purposes of this Act, be laid off into two wards, as follows, to-wit: All of Portsmouth and Gosport east of Court and Fourth streets shall be called Jackson Ward: all of Portsmouth and Gosport west of Court and Fourth streets shall be called Jefferson Ward; and there shall be a separate place of voting in each ward as follows, to-wit: The place of voting in Jackson Ward shall be the Town Hall; in Jefferson Ward, it shall be the Court House."

INCORPORATED AS A TOWN.

The Act of separation was passed on the 17th of February, 1852, as follows:

Section 1. *Be it enacted by the General Assembly*, That the voters resident within the Town of Portsmouth, who, by virtue of their residence within the said town, would be entitled under the present constitution of the State, to vote for members of the General Assembly, be and they are hereby authorized to elect, in lieu of the board of trustees now provided by law for said town, and in the same manner and at the same time now prescribed for electing such trustees, a Common Council of said town, consisting of thirteen councilmen, who shall possess all the powers and authority of the said board of trustees; and shall succeed to all the rights, and be subject to all the obligations of said board, and all suits pending or rights of action existing for or against the said town of Portsmouth or the trustees thereof, at the time of the adoption of this Act by the voters of said town, shall continue in full force and effect, to all intents and purposes, for or against the Town of Portsmouth, or the Common Council thereof, as if this Act had not been passed.

Section 2. That the said voters of Portsmouth are also hereby authorized, at the time or times and in the manner aforesaid, annually to elect a mayor of said town, who shall possess all the powers and authority of a justice of the peace, except that he shall not, by virtue of his office as mayor, sit as a member of the County Court of Norfolk County. It shall be the duty of the said mayor to enforce the by-laws and ordinances of said town as well as the laws of the Commonwealth within the same, and he shall have concurrent jurisdiction with justices of the peace within said town, except as above prohibited. The compensation and fees of office of said mayor shall be prescribed by the Common Council who are hereby authorized to provide that proper charges and compensation shall be made for any and all services rendered by the said mayor, and may provide for payment of such fees to him by such parties as they may prescribe, or the payment of such fees or charges into the town treasury, and the payment to the said mayor of such salary from the treasury of said town as they may think proper, or may combine both modes of compensation as to said Council may seem advisable.

Section 3. Vacancies happening in the office either of the mayor or councilmen aforesaid may be supplied for the remainder of the term for which they were elected by the Council, if there be a quorum of the same; but if there be no quorum, then such vacancy or vacancies may be filled by a new election by the voters of said town, in accordance with the provisions of the Code of Virginia, Chapter 54.

Section 4. On Saturday, the sixth day of March next, a poll of those hereby authorized to vote for mayor and Common Council of the Town of Portsmouth shall be opened and conducted, and the result returned in accordance with the present laws for holding elections of trustees in said town; and the officer conducting the said poll shall propound to the voters the question following: "Are you in favor of the law authorizing you to elect a mayor and Common Council," to which each voter shall answer "Aye" or "No." If a majority of votes given be in favor of this Act, then it shall by the officer conducting such poll be declared adopted. But if a majority of the votes given as above be against the adoption of this Act, then said officer shall declare the same rejected.

Section 5. If this Act be adopted as aforesaid, notice shall be given, and an election of a mayor and thirteen councilmen of said town shall be had on the first Saturday in April next, under and by virtue of this Act; but if this Act be rejected as aforesaid by the people of Portsmouth, then notice shall be given, and an election shall be had, on the said first Saturday in April next, of nine trustees of said town, in accordance with the present law; and this Act, if rejected as aforesaid, shall thereafter be null and void.

Section 6. This Act shall be in force from its passage.

Under the above Act incorporating Portsmouth as a full grown town, John S. White was the first mayor and the following were members of the first Council: John L. Porter, president; C. S. Cocke, W. H. H. Hodges, Calvin Reynolds, H. Ferebee, W. R. Woodard, R. A. J. Thompson, Thomas Moran, H. J. Phillips, John Lash, Caleb Nash, John Vermillion and W. N. Schoolfield. William M. Levy was clerk.

NAMES OF SQUARES.

Everybody knows that the streets of Portsmouth have names, but not many know that the squares of the older parts of the city are also named. Beginning north of North street, between Crawford and Middle streets, they are Norfolk Row, Norfolk, Red Lion, London, Golden, Bloomber, Edinburg, Cavendish, Crab and Buckingham; between Middle and Court streets are Elizabeth Row, Elizabeth, Glasgow, Hanover, Court House, Market, St. James, Bristol, Hill, Ferry and Kent; between Court and Dinwiddie are Hampton Row, Hampton, Back Creek, Queen, Prison, Church, King, Portsmouth, Lincoln, Essex, Middleton and Argyle. Between Dinwiddie and Washington are Marsh, Greenwich, Williamsburg, Cambridge, Oxford, Dinwiddie, Princess, County, Virginia, Salisbury, Lancaster and Newcastle. Between Washington and Green are Orange, Cornwall, Essex, Bon, Devonshire, Cheshire, Hertford, Leicester, Dover, Soho, Governor, Berkley, Temple, Green, Dunn and Marlow. Between Green and Clifford, beginning south

of North street, are Chatham, Boush, Miffling, Washington, Montgomery, Proctor, Clerson, Hampshire, Derby, * * Portland, Exeter, Norwich, Grantham and Lamarso. Between Effingham and Chestnut are Boston, Ashburn, Carlisle, Arlington, Preston, Allborough, Burlington, Granby, Holborn, Hambury, Gasgoyne, Pall-Mall, Parke, Drake and Drummond; west of Chestnut are Ludlow, Saville, Hatton, Hemmino, Mulberry, Eden, Tavistock, Beverly, Anoon, Ambler, Bentick and Westburg. Effingham street is one of the most beautiful in Portsmouth and is supposed to have been named for the greatest Earl of Effingham.

The tragic cruelties of Dunmore and Tarleton not only united the American colonists for resistance, but aroused the sympathy of liberty-loving Englishmen, across the ocean, to open declarations against the coercion policy of King George's government.

Among them were army officers, who tendered their resignations rather than fight Americans, and some members of the Parliament strenuously opposed, with their voices and votes, the war measures of the crown.

The Earl of Effingham, a brilliant statesman and dashing soldier, was a fearless friend of America. He made some of the ablest and most eloquent arguments in Parliament for the rights of the Colonies.

Thomas Howard, third Earl of Effingham, was born January 13, 1747. When a boy he had strong military tastes and his youthful inclinations carried him into the British Army at the age of 15 years, as an ensign in the celebrated Coldstream Guards. He was not prompted to the profession of arms by a desire for gaudy display in an officer's glittering uniform, but he craved to test his manhood on the firing line. So he volunteered for service in a war between the Russians and Turks to add experience to the theory of martial life.

He was promoted to captain of the First Regiment of Foot Guards on Aug. 1, 1766. When the American Revolution began, he was fully equipped for a brilliant military career, but he could not consent to enforce with his sword measures which he had opposed as a legislator. His regiment was ordered to America, but not desiring to leave the military service, he requested to be relieved from service against the Colonies. He wrote a letter to the Secretary of War, in which, having declared the willingness with which he would sacrifice his life and fortune in support of the safety, honor and dignity of His Majesty's crown and person, he said that the same principles which had inspired him with these unalterable sentiments of duty and affection to the King, would not suffer him to be instrumental in depriving any part of his people of those liberties which form the best security for their fidelity and obedience to his government. He expressed the deepest regret and greatest mortification at being obliged to quit a profession which had been that of his ancestors for many ages, to the study and practice of which from childhood his past life had been applied and his future intentionally dedicated, and that as he waived the advantage to which the custom of the service entitled him, the right of selling what he had bought, he requested that he might be allowed to retain his rank in the army; that whenever envy or ambition of foreign powers should require it, he might be enabled to serve his king and his country in that way in which of all others he thought himself best calculated to do it with effect.

The Earl of Effingham herein displayed a manhood which required more courage than to stand up in the line of battle where bullets whiz and thundering shells explode.

At a great public meeting in London, held in the common hall on Midsummer's Day, resolutions of public thanks were ordered to be given to the Right Honorable the Earl of Effingham, for having consistently, with the principles of a true Englishman, refused to draw his sword, which had been employed to the honor of his country, against the lives and liberties of his fellow subjects in America.

Soon after, a similar resolution of thanks in fuller terms was presented to him from the

guild of merchants in Dublin. His government respected his petition and honored him with its confidence until his death. He was made Deputy Earl Marshal, October 21, 1777; Treasurer of the Household, April 10, 1782; Master of the Mint, February 10, 1784; Vice Admiral of Jamaica, July 21, 1780; and Governor of Jamaica, October 14, 1789. He had been in bad health, and hoped that it would be benefited by the climate of Jamaica, but it continued to decline, and he died there on the 19th day of November, 1791. He was then a colonel in the army and Governor General of the island. He married on the 14th of October, 1765, Catharine, eldest daughter of Metcalf Proctor, Esq., of Thorpe-on-the-Hill, near Leeds. She died in the same year, 1791, on board His Majesty's ship "Diana," in her passage from Jamaica to New York, whither her ladyship was going for the recovery of her health.

The third Earl of Effingham was a grand Englishman. He was true to the spirit of freedom, which ever inspires patriotic hearts. He was a friend of liberty and justice. Americans should honor his name. Men should study a character which subordinated military ambition and glory to a conscientious conviction of right.

INCORPORATED AS A CITY.

A meeting of the citizens, to consider the propriety of incorporating Portsmouth as a city, was held in Oxford Hall on Wednesday evening, December 9, 1857. On the motion of Gerard Henderson, George W. Grice, president of the Council, was elected chairman and Cladius W. Murdaugh, secretary. The chairman stated the object of the meeting and then Stephen Cowley, Esq., who had been appointed chairman of a committee on resolutions at a previous meeting, reported the following:

"Whereas, the population and commerce of our town have reached a point in numbers and importance which require a more perfect municipal organization; and whereas our present relations with the county are complicated in character and unequal in operation; therefore, *Resolved*, That our Town Council be and they are hereby instructed to bring the subject fully incorporating our town, through our Senatorial and County delegates in the Legislature, to the notice of the present General Assembly of Virginia, at the earliest practicable period.

"*Resolved*, That said Council prepare, or cause to be prepared, in one Act, a charter of incorporation, embracing the usual forms, privileges and restrictions for our town, with the name and style of the City of Portsmouth."

The Act incorporating the town of Portsmouth as a city was passed March 1, 1858, and is in part as follows:

Section 1. *Be it enacted by the General Assembly*, that the territory contained within the limits of the Town of Portsmouth, prescribed by sundry Acts of the Assembly heretofore passed, shall be deemed and taken as the City of Portsmouth, and the freeholders, housekeepers and inhabitants within the said limits, and their successors, shall be and they are hereby made a body politic and corporate, by the name and style of the City of Portsmouth; and as such, and by that name may contract and be contracted with, sue and be sued, plead and be impleaded, answer and be answered unto; and may purchase, take, receive, hold and use goods and chattels, lands and tenements, and choses in action, or any interest, right or estate therein, either for the proper use of the said city, or in trust for the benefit of any persons or associations therein; and the same may grant, sell, convey, transfer and assign, let, pledge, mortgage, charge and encumber, in any case and in any manner in which it would be lawful for a private individual so to do; and may have and use a common seal, and alter and renew the same at pleasure; and generally shall have all the rights, franchises, capacities and powers appertaining to municipal corporations in this Commonwealth. Said city and its inhabitants shall henceforth be exempt from all assessments or levies in the way of taxes by the County Court of Norfolk for any purpose whatsoever.

Section 2. There shall be for the said corporation a court, which shall be called "the Court of Hustings for the City of Portsmouth;" and the same shall be held by the aldermen of said city, or any three or more of them, except where it is otherwise provided. The said court shall be held on the first Tuesday of every month, or on such other days as may be hereafter prescribed by law. The quarterly courts of said city shall be held on the first Tuesday in January, April, July and October; and the sergeant of said city shall attend said courts with his deputies and summon grand juries; and said sergeant and grand juries shall proceed in like manner as the sheriffs and grand juries of the County Courts.

Section 3. The said court shall have jurisdiction, and the mayor and aldermen shall each have the power

of a justice of the peace within the said corporate limits, and every part thereof, for matters arising within the same, according to the laws of the Commonwealth, in the same manner and to the same extent and under the same laws, rules and regulations that the County Courts of this Commonwealth now have, and are now subject to or as they may hereafter have or be subjected to by law; and any presentment made in said court by a grand jury, for an offense against said laws committed within the jurisdiction thereof, may be prosecuted in said court in like manner, and the like proceedings be had thereon as in the County Courts of the Commonwealth. The members of the said Court of Hustings shall consist of 12 other than the mayor, of whom, until the Council shall otherwise prescribe, there shall be six for each ward.

Section 4. There shall be a board called "the Council of the City of Portsmouth," which shall be composed of 12 members, of whom, until the Council shall otherwise prescribe, six shall be for each ward.

Section 5. The Council may grant compensation out of the funds of the city to the mayor of the city, and the members of the Court of Hustings.

Section 6. All bonds and writings obligatory, or contracts with, and all rights, claims and demands for or against the said City of Portsmouth, shall be good in law the same as they would have been for or against the said Town of Portsmouth if this Act had not been passed; and all personal and real estate heretofore conveyed to the authorities of the Town of Portsmouth, in trust or for the use, benefit or advantage of any persons or associations, shall be and the same is hereby transferred to and vested in the City of Portmouth, to be held subject to all the trusts, conditions and qualifications to which it would have been subject in the possession of said authorities prior to the passage of this Act.

Section 7. At all elections which shall be held by the voters of said city for the corporate authorities thereof, the following persons shall be entitled to vote, viz.: All free white male inhabitants, being citizens of the United States, and qualified by law to vote for members of the General Assembly of Virginia, who are freeholders of lots or real estate in said city, whether improved or not, and such other inhabitants not freeholders, being citizens, and qualified as above, who shall have paid, before offering to vote, the city taxes assessed against them for the year preceeding that in which they offer to vote.

Section 8. There shall be an election in each ward at the first election held under this Act, and annually on the first Saturday in April, or in case of failure to hold the election on that day then such day afterwards as the Council may direct; which election in a ward shall be for members of the Common Council to represent said ward, and for a mayor of the city, and for such other officers of the corporation as the ordinances of the said Council may require to be elected annually by the voters thereof. At the first election for city officers under this Act, there shall be held in like manner an election in each ward for six aldermen or members of the Court of Hustings for said city, whose term of service shall be four years; a city sergeant, whose term of service shall be for two years; a clerk of the Hustings Court, whose term of service shall be six years; a city surveyor, whose term of service shall be six years; a commissioner of the revenue, whose term of service shall be two years; and two constables for each ward, whose term of service shall be two years; and there shall be an election on the first Saturday in April in each and every year concluding the terms hereinbefore specified, to-wit: For members of the Court of Hustings, every fourth year; city sergeant, every two years; clerk of the Hustings Court and clerk of the Circuit Court, every sixth year; surveyor, every sixth year; commissioner of the revenue and constables, every second year after the said first election. And the terms of all officers herein above specified shall commence on the first Monday in the month of May, immediately succeeding their election. And every vacancy, occurring in either of the offices enumerated in this section, shall be filled by an election for so much of the said term as remains unexpired, to be held at such time as shall be directed by the Council, and in the manner prescribed in this Act; and in case the vacancy be in the office of clerk of either court, the said Hustings Court may appoint a clerk *pro tempore*, who shall discharge all the duties of the office thus vacated until a clerk shall be elected and qualified. These shall also be elected at the time hereinbefore named, and every fourth year thereafter, an attorney for the Commonwealth for said courts, who shall perform the same duties as attorneys for the Commonwealth in the County and Circuit courts.

Section 9. Any white male citizen, who is qualified to vote for city officers under this Act, shall be eligible as a member of the Council or of the Court of Hustings, or to any other office created or contained in this Act. But no keeper of an ordinary shall be so eligible.

Section 10. In such elections the city shall continue divided (as at present) into two wards until the Council shall lay it off into wards differently, or alter the wards, and the said elections shall be held at such place in each ward as shall have been or may be hereafter prescribed by the Council.

Section 11. The elections shall be conducted in the following manner: The sergeant shall, by publication in one or more of the city newspapers, and if there be no such newspapers, then by written advertisements at sundry places in the city, give notice thereof to the citizens for at least two weeks prior to any election, specifying time and places; and if any unadvoidable cause should render a change of either place necessary, it shall be the duty of the sergeant to have said change announced on or before the day of election, in one or more of the city newspapers, or by handbills.

Section 12. The sergeant shall hold the election in the ward in which he resides and shall appoint in writing, previous to the election, a deputy in each of the other wards, to hold an election therein, who shall be invested for that purpose with the same powers, and be restricted by the same disabilities as the said sergeant.

Section 13. In case of the inability of the sergeant, from sickness or from any other cause, to hold the election in the ward in which he resides, he shall have full power and authority to appoint, in writing, at any time before or on the day of election, a deputy, who shall hold the election in said ward, who shall be invested with the same powers and restricted by the same disabilities as himself. The elections for senators, dele-

gates and members of the House of Representatives shall be conducted by the same officers and in the same manner as prescribed in this Act, and by the laws of the Commonwealth.

Section 14. Any deputy appointed as aforesaid shall act under the obligations of an oath, to be administered to him by an alderman, faithfully to execute the powers conferred by the said appointment. And each and every deputy shall make return to the sergeant within three days; and if from any cause there be no sergeant, then to the clerk of the Council of the city, of the number of votes given to the respective candidates in the ward in which he acted as deputy; which, with the votes given in his own ward, when he acts in lieu of his deputy, shall be published in some newspaper in the city and be lodged with the clerk of the Court of Hustings.

Section 15. Of persons to fill offices created or continued by this Act, elections shall be held in all the wards on the same day; but if from any cause the election shall not be held in any or all of said wards on the day prescribed, the sergeant or his deputy or deputies shall proceed to hold the same as soon as said cause is removed, after three days notice in the newspapers.

Section 16. For superintending said elections the Council shall, previous thereto, appoint five discreet persons in each ward as commissioners, any two or more of whom may act; and the said commissioners shall have such powers and perform such duties as are prescribed in the sixth section of the seventh chapter of the Code of Virginia and after taking such oath as is mentioned in the seventh section of that chapter, a certificate of which oath shall be returned to the clerk of the Hustings Court, to be preserved in his office.

Section 17. No elector shall be permitted to vote in any other ward than that in which he resides.

Section 18. The qualifications of any person or persons elected as councilmen shall be adjudged of by the whole number of councilmen elected, or a majority of them.

Section 19. At all elections which shall be held as aforesaid, the person or persons who shall receive the highest number of votes, if duly qualified, shall be considered as elected. And in case of a tie or equality vote between any two or more candidates, the sergeant or other person conducting the election shall decide between the persons so tied.

Then follow 55 other sections embracing the general powers of the Common Council, duties of the mayor, provisions for the Circuit Court; a supplemental Act was passed on the 25th of March, 1858, providing for the disposition of the common property of the county of Norfolk and the city of Portsmouth.

The Court of Hustings for the city of Portsmouth, established by the charter, held the first session at the Court House of Norfolk County in the said city on Tuesday, the 4th day of May, 1858, it being the first Tuesday in the month of May as prescribed. Aldermen Samuel Watts, Arthur R. Smith, John Nash, William H. Morris, Moss W. Armistead, John S. White, Robert Dickson, William W. Davis, Edward Kearns being present, the court proceeded to organize, and Arthur R. Smith was designated as chairman to preside at the court. Arthur Emmerson was appointed cryer and James Murdaugh was appointed clerk *pro tempore*. The court, being organized and opened, proceeded to business, and the following certificates were directed to be recorded, to evidence the due qualification of the aldermen of the city, viz:

City of Portsmouth, to-wit: This day personally appeared before me, James Gregory Hodges, Mayor of the City of Portsmouth, John Nash, Robert Dickson, William W. Davis, Arthur R. Smith, William H. Peters, William H. Morris, who were by the voters of said city at an election held on Thursday, the 22nd day of April, 1858, at the Town Hall the place of voting in Jackson Ward in said city, elected Aldermen of the said city in and for said ward, and took the several oaths prescribed by law.

Given under my hand this 30th day of April, 1858.

JAMES GREGORY HODGES,
Mayor.

City of Portsmouth, to-wit: This day personally appeared before me, James Gregory Hodges, Mayor of the City of Portsmouth, Samuel Watts, John S. White, Charles R. McAlpine, Edward Kearns, Robert H. Cutherell, Moss W. Armistead, who were, by the voters of the said city at an election held on Thursday, the 22nd day of April, 1858, at the Court House, the place of voting in Jefferson Ward in said city, duly elected Aldermen of the said city in and for said ward and took the several oaths prescribed by law.

Given under my hand this 30th day of April, 1858.

JAMES GREGORY HODGES,
Mayor.

Arthur Emmerson, who was duly elected clerk by the voters of the city, qualified. David J. Godwin, who was duly elected Commonwealth's attorney, qualified; the court fixed his salary at $300 per annum. Claudius W. Murdaugh, Leopold C. P. Cowper and Virginius O. Cassell were elected commissioners in chancery. James Murdaugh, John S. Stubbs, Leopold C. P. Cowper, J. M. Brickhouse, James G. Holliday, James F. Crocker, David J. Godwin, Claudius W. Murdaugh, Virginius O. Cassell, P. H. Daughtery and Abram S. Watts qualified to practice law in said court.

Joseph Hobday, who was duly elected commissioner of the revenue by the voters of the city, qualified. Herman Mathews, who was duly elected constable, qualified. David J. Godwin, Claudius W. Murdaugh, Abram S. Watts, John Emmerson, qualified as notaries public under commissions from His Excellency, Henry A. Wise, Governor of Virginia.

The court appointed Samuel Watts, David J. Godwin and Arthur Emmerson a committee to prepare rules and regulations for conducting business. William H. Bingley qualified as deputy clerk.

In April, 1858, George W. Grice was elected first mayor of the city. On the 5th of July, 1860, a bill creating the office of judge of the Court of Hustings was enacted and Hon. Edward W. Massenburg was elected the first judge.

CHANGING THE WARDS.

An Act to provide a new charter for the city of Portsmouth was approved March 11, 1873 (Acts 1872-73, Ch. 152, Page 122):

Section 3. The present Council of the City of Portsmouth shall, within 60 days after the passage of this Act, appoint five discreet and proper persons, residents and voters in said city, any three of whom may act, who shall without delay proceed to lay off said city into wards, not less than two nor more than five, and to define the boundaries of said wards, and, where practicable, to use the streets and alleys of said city for boundaries. The said commissioners shall report to the Council the wards laid out, and the boundaries thereof, with a plat of the same, and, if approved by said Council, the same shall be confirmed by the Council, and each ward designated by names or numbers, and the wards so established and defined shall be the wards of said city until changed by Act of the General Assembly. Until such revision be made, the wards of said city shall remain as at present defined. Upon such revision the Council shall apportion the councilmen among the various wards established.

* * * * * * *

Section 13. The Council of the City of Portsmouth, after the revision of the wards of said city, as hereinbefore provided, shall be composed of 15 members, to be apportioned among the several wards in proportion to the number of inhabitants in each ward. The councilmen chosen shall, at the time of election and during their continuance in office, be residents of the ward for which they are chosen. They shall be elected by the voters qualified to vote for councilmen, as hereinbefore provided, who are residents of the respective wards for which such councilmen are chosen. If the revision of the wards of the city as hereinbefore provided shall not be made, the Council of the city shall remain as at present constituted. The qualifications of any person or persons elected as councilmen shall be adjudged of by the whole number of councilmen elected or a majority of them.

Under these provisions the Council took the matter up and at the meeting on April 6, 1873, Mr. Brown moved that five discreet citizens be appointed to redistrict the city and that the chair appoint the committee, which motion was carried. The chair appointed the following gentlemen: William T. Robinson, G. F. Edwards, R. E. Glassett, V. A. Haynes, G. W. Watts. On motion the chair was instructed to fill all vacancies. On motion of Mr. Maupin the wards were to be numbered instead of named. On motion of Mr. Smith the commissioners were each allowed $25 for their services.

At a meeting of the Council, on April 28, 1873, the President stated that it was called to hear the report of the commissioners. Then followed the report of commissioners, which was adopted by a resolution, and the Council also fixed the number of councilmen for the city at 15, to-wit: Five each for the First and Second Wards, two for the Third Ward and three for the Fourth Ward.

The new charter of the city of Portsmouth, now in force, is provided by Acts of the General Assembly, approved March 6, 1882, January 28, 1884, and February 23, 1894. The latter Act extends the boundaries to embrace, in addition, the territory beginning in the western boundary line of the city at a point 113 feet south from the south side of Glasgow street; and from thence running west, parallel with Glasgow street, to the center of the channel of Scott's Creek; thence northwardly along the center of the channel of this creek to low-water mark of the Elizabeth River, thence eastwardly along the low-water-mark line of the river to the northwestern boundary line of the city; and thence southwardly along the western boundary line of the city to the point of beginning. This territory is known as the Fifth Ward.

HISTORICAL EVENTS.

The will of Rev. Charles Smith, the first minister of Portsmouth Parish, is dated January 24, 1771. After disposing of his estate including several small legacies he directs his manuscripts to be burned and his body to be buried decently in a plain pine coffin near a cherry tree "bearing about S. W. from this house and upon the Glebe," and a codicil dated October 30, 1772, says, "My will now is that after my within-mentioned mulatto woman Mary waits on my graddaughter Abegail Taylor one year after my decease thenceforward I emancipate and set her free with all her future issue forever."

Isaac Luke died October 31, 1784, in the 54th year of his age. He was one of the most prominent citizens of his time.

Rev. Richard Cave. Jones on December 17, 1792, produced his credentials as a minister of the Protestant Episcopal Church to the County Court, and qualified to celebrate the rites of matrimony.

The sugar house near Gosport Bridge was opened in 1802 and produced the best double-refined loaf sugar. It was burned down in 1831. The rum distillery in Gosport with a capacity of 600 gallons per day was opened in 1803.

Among the Portsmouth ships and captains in 1807 were: Ship "Flora," Capt. Robert Benthall; ship "Anacreon," Capt. Henry Peters; ship "Elizabeth," Capt. Isaac Luke; ship "William & Mary," Capt. Henry Dickson; ship "Malvina," Capt. Robert Dickson; ship "Modoc," Capt. Robert Barclay; ship "Margaret Wright," Captain Rooke; ship "Constitution," Captain McRea.

On April 16, 1811, the French privateer "Revanche de Cerf," Capt. John Jacques, that had been detained nine months by Commodore Rodgers and released by the Admiralty Court, while lying in the harbor opposite the U. S. Marine Hospital at Ferry Point (on Berkley Flats), was boarded by an armed force from the shore, set on fire, blown up and entirely destroyed.

On March 31, 1815, Francis Grice, of Philadelphia, began building ships in Portsmouth. He was afterward naval constructor.

On October 25, 1824, the Marquis de LaFayette visited Portsmouth; he was met at the ferry landing, then at North street, and escorted by the Portsmouth Rifles and Greys to the intersection of Crawford and High streets, where the welcome by the city was tendered.

In 1825 the schooner "Ranger," commanded by Captain Seward, whose family lived on Water street, was captured by the pirates off the coast of South America.

On May 19, 1827, the steamer "Fredericksburg," built by Joseph Porter, was launched, 136 tons burden. She was to run between Washington and Potomac Creek.

On April 16, 1829, the Virginia & North Carolina Transportation Company contracted for and had completed in 30 days 10 vessels for the canal trade at the following shipyards: Joseph Porter's Portsmouth; John Overton's, Portsmouth; Miles Chambers & Hathaway's, Portsmouth; Ryan & Gayles', Portsmouth; Oney S. Dameron's, Norfolk; Isaac Talbot's, Nofolk; John G. Colley's, Norfolk.

On July 30, 1830, the new steamboat "Lady of the Lake," was built by Capt. Guy C. Wheeler at his shipyard in Portsmouth, moved by her own steam.

The Fourth of July, 1833, was celebrated with a grand military parade of Norfolk County, Norfolk and Portsmouth soldiers:

Norfolk County Horse Guard—Capt. Doughty.
St. Bride's Patriots—Capt. Tatem.
Norfolk L. I. Blues—Capt. King.
Norfolk Juniors—Capt. Forniquet.
Norfolk Independents—Capt. Tonkin.
Portsmouth Light Dragoons—Capt. Murdaugh.
Portsmouth L. I. Greys—Capt. Watts.
Portsmouth Artillery—Capt. Cassell.
Portsmouth Rifles—Capt. Gayle.
Portsmouth Grenadiers—Capt. Darden.

The Globe Tavern, afterward "The High Street Hotel," was kept by Captain Reynolds. It was situated on the north side of High street, about 100 feet east of Court street, now the site of the Commercial Building. Invitations

to a ball were sent out, with a picture of an eagle holding in his talons a scroll with "E Pluribus Unum":

The pleasure of your company is solicited at a Ball to be given at the Globe Tavern, in Portsmouth, on Friday evening, the 21st inst.

Arthur Emmerson,	Dempsey Nash,
Mordecai Cooke,	John L. King,
Robert B. Butt,	Levin Gayle,
John B. Levy,	John K. Cooke,
Benjamin Spratley,	Albert G. Nash,
Isaac R. Bayley,	Columbus C. Robertson,
James H. Langhorne,	Henry V. Niemeyer,
Henry C. Bell,	Tapley Portlock,
Joseph A. Bilisoly,	George Blow,

Managers.

10th Feb. 1834.

On April 24, 1844, Henry Clay visited the city and Capt. Samuel Watts gave a reception at his mansion, where a large number of ladies and gentlemen were introduced to the distinguished gentleman. On July 24, 1847, the U. S. S. "Pennsylvania" arrived from Philadelphia,—the only voyage she ever made; she was receiving ship at Gosport until burned by the Federals in 1861.

Liberia was founded by free colored people, sent out in 1822 by the American Colonization Society, of which Henry Clay was president. Joseph Jenkins Roberts, the first president of the republic, was elected October 5, 1847,—he was a native of Portsmouth, and was carried out on a ship commanded by Capt. Henry Peters.

On April 17, 1854, the ship "Gosport," 900 tons, was launched from Page & Allen's yard, Gosport.

On August 27, 1854, the brig "St. Julien" was launched from the shipyard of S. Herbert in Portsmouth. She was an unfortunate vessel: she stuck on the ways; her commanding officer, Captain Pleasants, died from cholera morbus four days after; she was capsized and lost at sea on her first voyage.

On August 28, 1854, the ship "James Guthrie, 1,200 tons, was launched from Page & Allen's yard, Gosport.

The Great Freeze.—In January, 1857, a snow-storm of great violence burst upon the coast and invaded the tidewater counties, accompanied by a strong wind and high tides. On Monday, the 19th, the snow lay six feet deep, and the river was frozen over from shore to shore. A few days later the whole harbor was blockaded with ice, and all communication by water was cut off. At one time the mercury registered nine degrees below zero,—an unheard-of event in this latitude, but common enough in the North and Northwest where "blizzards" are mere incidents of every winter's experience. Thousands of people swarmed upon the ice and availed themselves of this opportunity,—the first within the memory of living men, and probably the last for many generations to come,—of disporting themselves upon the congealed bosom of the Elizabeth.

On the 20th of May, 1873, the Seaboard Club of Portsmouth defeated the Chesapeake Boat Club of Norfolk, over a three-mile course down the harbor. The race was intensely exciting, witnessed by thousands of people on either shore, and the victory was complete,—18 minutes and 55 seconds to 19 minutes and 25 seconds; the victorious boat was called the "Ripple," and the defeated, the "Vesta."

"RIPPLE'S" CREW.

(Trained by William Webber, U. S. Navy.)

Boyer Lemosy—Bow, age 17	Weight 133
J. W. Brown, Jr.—No. 2, age 17	Weight 128
C. H. Niemeyer—No. 3, age 19	Weight 140
Herman C. Niemeyer—No. 4, age 17	Weight 146
James T. Burton—No. 5, age 23	Weight 140
W. F. Lemosy—Stroke, age 19	Weight 141
N. E. White—Coxwain, age 19	Weight 108
Total Weight	936

"VESTA'S" CREW.

W. A. Graves, Jr.—Bow	Weight 137
F. B. Dornin—No. 5	Weight 128
W. C. Dickson—No. 4	Weight 151
L. W. Tazewell—No. 3	Weight 144
J. C. Baker—No. 2	Weight 146
Fred Hardy—Stroke	Weight 145
William Waller—Coxwain	Weight 106
Total Weight	957

On August 30, 1875, the Third Georgia Regiment returned to Portsmouth to hold their annual reunion. They were enthusiastically received by the people and royally entertained.

Capt. Samuel Watts, a distinguished citizen, died May 18, 1876. He was born November 28, 1799.

"The August Storm."—On August 18, 1879, the city was surprised by the unwelcome visit of something very nearly akin to a hurricane—or so, at least, it seemed to the unaccustomed eyes of the population, although it would probably have aroused neither surprise nor alarm in our brethren who dwell in the prairie-home of the cyclone and tornado. It began about 9 o'clock, A. M., with a furious easterly wind and driving rain, which lasted several hours, inflicting considerable damage upon the shade-trees, fences and lightly-constructed buildings of the city. The wharves and gardens near the river were submerged, vessels were driven ashore, and the bark "David Dudley" was capsized and drifted, bottom upwards, to the Berkley Flats. An occasional more-than-usually impetuous blast would tear the branches from the trees, palings from the fences and shingles from the houses, in a manner equally unceremonious and impartial, and hurl them about in all directions. Trees were uprooted, houses damaged, and woe to the merchants whose sign-boards were not firmly secured! The surrounding country also suffered severely, chiefly in the matter of fences and barns. Numerous slight accidents and "hair breadth escapes" were reported, but fortunately the city escaped without any loss of life. For several days afterward the local newspapers enlarged upon the destruction wrought by this unwonted visitor, which is still commonly referred to as "The August Storm," although more than 21 years have passed since its passage.

On April 2, 1885, occurred the suspension of the Exchange National Bank, followed by the closing of the Franklin Savings Bank and Bain Brothers Bank, of Portsmouth,—the greatest financial disaster that ever occurred in Norfolk and Portsmouth. The failure was estimated to cover nearly $4,000,000 and created intense excitement.

Capt. Osmond Peters died February 15, 1886, aged 72 years. He entered the United States Revenue Marine service as 3rd lieutenant in 1837 and continued in the service until his State seceded from the Union, when he resigned and entered the service of the Confederate States. During the Seminole troubles he served in the mosquito fleet against the Indians. He was a Mexican war veteran. Captain Peters was a man of noble impulses, and an efficient and able officer, upright in all his transactions.

The earthquake of August 31, 1886, which filled Charleston, South Carolina, with mourning and desolation, was felt here also, and with sufficient force to shake everything else except the confidence of the Portsmouth people in themselves and in the future prosperity of their city; but the shock was not repeated and no evil consequences ensued. So extremely infrequent, indeed, are atmospheric or seismic disturbances of any kind in this placid and delectable latitude that their visitations assume almost historical importance, being regarded by our people as epochs whence succeeding time is measured, and are consequently entitled to be placed on record.

Joe Sam Brown, the most popular citizen in the city, died September 20, 1887. Dr. George W. O. Maupin, an eminent physician, died June 26, 1888.

Mrs. Fanny Murdaugh Downing, of Portsmouth, was one of the sweetest singers of the South. Most of her poems breathed the spirit of love and devotion for the Confederate heroes. Unfortunately her poems have never been collected in book form. "After once writing them she seemed to think little about them. It was as if a bird might sing to express its feelings and then go on to the enjoyment of all the other delights of nature without seeming to realize that its own sweet warbles had added so greatly to them." She was born October 19, 1831, and died May 6, 1894.

On May 22, 1895, the Third Battalion under command of Maj. R. E. Warren left for Pocahontas on account of the mine riots, and returned June 1st.

On July 8, 1895, Mrs. Eliza Ann Bilisoly,

widow of Joseph A. Bilisoly, died in the 91st year of her age. She was the first president of the Ladies Memorial Association. She left eight children, 33 grandchildren, 41 great-grandchildren,—total 84 and five generations. She had lost by death three children, 22 grandchildren and nine great-grandchildren,—total 34 dead. Descendants living and dead at the time of her death, 118.

On July 15, 1895, the Union Depot of the Seaboard Air Line was occupied. On July 23, 1895, the workingmen of the Navy Yard passed resolutions, in high tribute to Naval Constructor Francis T. Bowles, who had been ordered to New York.

On October 20, 1898, R. E. Glassett, a distinguished journalist, died. On November 11, 1898, Virginius Butt, one of the most efficient commissioners of the revenue in the State died from the effects of a carbuncle. On November 25, 1898, Owen D. Ball, one of the oldest railroad officials of the Seaboard Air Line, died.

On October 16, 1899, the U. S. S. "Texas" returned to the Navy Yard from a mission destroying derelicts.

Patriotic services were held in the public schools on the 14th of December, 1899, in commemoration of the death of George Washington. In the district schools the observance took the form of readings, recitations and singing of patriotic songs, but in the high school the order of exercises was more ambitious.

The second and third grammar grades assembled with the junior, intermediate and senior high school classes at the time of the midday recess, and the scholars joined with gusto in the singing of "Hail Columbia," with which the exercise opened. Then followed an address on "Washington, the Patriot Under Two Flags." The exercises were under the auspices of Fort Nelson Chapter, D. A. R.

By October 1, 1900, Portsmouth had contributed $3,174.62 to the relief fund for Galveston, Texas. On October 1, 1900, the corner-stone of the Y. M. C. A. Building was laid with Masonic ceremonies. Rev. H. W. Battle of Petersburg was the orator. On October 9, 1900, Dr. H. F. Butt, a distinguished physician, died. He had been an eminent surgeon in the Confederate Army.

THE YELLOW FEVER

Prevailed in Portsmouth during the months of June, July, August, September and October, 1855.

It was landed at our wharves from the ship "Ben Franklin," Capt. Bynum, which arrived here direct from the Island of St. Thomas, in the West Indies, about the middle of June, and was placed in quarantine by order of the health officer of the port, under suspicion of being infected. After being detained for some days she was granted permission to proceed to Gosport for the purpose of being overhauled. Here her bilge-water was pumped out and a portion of her ballast was discharged upon the wharf. No apprehensions at her presence were entertained until Sunday, July 8th, when a young man, who had been employed on board her five days previously, developed unmistakable symptoms of yellow fever and died in the afternoon of the same day. The case created intense excitement, and the Town Council, having been convened in extraordinary session, ordered the immediate return of the steamer to the quarantine ground.

But the precaution was taken too late. The mischief had been done and the pestilence had gained a firm foothold and spread with fearful rapidity, although the authorities took all possible steps to arrest its progress. A relief association was promptly organized to attend to the necessities of the sick and suffering, and to superintend the expenditures of the contributions which soon began to pour in liberally from all parts of the country.

The epidemic had seized upon the community when totally unprepared for it, and the citizens were almost paralyzed by panic. All mercantile pursuits and mechanical operations were suspended, the wages of labor stopped and stores closed. The government gave up

the Naval Hospital for the use of fever patients, and provision stores were opened, whence food and other comforts were issued to those in need.

Physicians, apothecaries and nurses came from distant points to minister to the sick and dying, when the local staff had become exhausted with the incessant call upon their exertions, and many of these noble volunteers fell victims to their own self-sacrificing heroism. Three of the four successive keepers of the provision store died of the pestilence, as did also 10 apothecaries and nurses and 12 physicians, of whom four,—Drs. Parker, Trugien, Lovett and Nicholson,—were regular practitioners of the city. Rev. James Chisholm, rector of St. John's Protestant Episcopal Church; Rev. Francis Devlin, priest in charge of St. Paul's Roman Catholic Church, and Rev. Vernon Eskridge, of the Methodist Episcopal Church, remaining faithful to their holy mission, were constantly to be found at the bedside of the plague-stricken until themselves attacked by the devouring pestilence were called upon to swell the number of its martyr-victims.

Among the other prominent citizens of Portsmouth who succumbed to the yellow fever during this dark, sad season were Capt. George Chambers and Robert T. Scott, members of the Common Council; Dr. William Collins, president of the Seaboard & Roanoke Railroad Company, and a host of other good true men and women.

The disease existed here as an epidemic for nearly four months, the last fatal cases occurring on the 10th of November; during that period nearly 1,000 human beings perished by its ravages.

Thousands of inhabitants had fled from the presence of the plague to seek refuge beyond reach of its fatal breath, but most of the city authorities, following the noble example of the mayor, D. D. Fiske, and true to their own instincts of duty and humanity, remained here while the epidemic lasted, and thus rendered an incalculable service to the community.

If this dire calamity can be said to have possessed any one cheering element, it was surely to be discerned in the spontaneous outpouring of sympathy and generosity which it evoked from every section of the country on behalf of the stricken and bereaved. So liberally had money been subscribed, that, out of the funds remaining in hand, the treasurer was able to appropriate the sum of $25,000 toward the establishment and maintenance of an Orphan Asylum,—an institution which still lives and flourishes,—a fitting monument to the charity and benevolence to which it owes its existence.

The assets of the Asylum now are about $36,000. The first trustees were D. D. Fiske, James G. Holladay, George W. Peete, J. N. Schoolfield, Holt Wilson, W. Watts, Joseph A. Bilisoly, Samuel T. Hartt, Joseph Bourke, John K. Cooke, John L. Porter and Moss W. Armistead. The vacancies in the board are supplied by the remaining trustees. The present members of the board are E. C. Brooks, president; Legh R. Watts, vice-president; George L. Neville, treasurer; William H. Stewart, secretary; E. L. Lash, James H. Toomer, James T. Borum, John T. King, F. D. Gill, Dr. Joseph Grice, John A. Morris and B. F. Howell.

THE GOSPORT IRON WORKS

Only exist in history. They were established between 50 and 60 years ago by A. Mehaffey, a Philadelphia capitalist. It was a very extensive establishment. All kinds of iron machinery were finished there in the best style; steam engines, from a small size to the largest, most ponderous and powerful. The engines of the U. S. S. "Powhatan" were constructed there. Castings of every description, in iron, brass, copper and lead were moulded at these works. They kept from two to three hundred men constantly employed.

THE UNITED STATES NAVAL HOSPITAL,

Just in the rear of the site of old Fort Nelson,

was commenced in the year 1829. It is a very large and exceedingly commodious and handsome granite building, finely adapted to the important purpose for which it is intended. During all the wars since its completion it has been a home for the sick and wounded. The location was well chosen, being healthful, retired and convenient. This massive structure is a splendid ornament to the harbor, and presents its beautiful and lofty front for the admiration of the visitor on coming up the river. The strictest order and discipline are observed at the establishment, and its constant utility at this great naval station is obvious.

PORTSMOUTH'S PATRIOTISM AND PATRIOTS.

The town of Portsmouth was the scene of many thrilling and heroic actions during the first wars in our country.

In the Revolution after the departure of Dunmore the American patriots occupied the town and they were active in building ships for the navy and strengthening the fortifications. Col. Charles Harrison was for some time in command of the Continental forces.

In October, 1780, Brigadier-General Leslie, with about 3,000 troops from New York, landed at Portsmouth, and took possession of the ships and other property belonging to the government. After a brief sojourn he sailed for Charleston, and shortly afterward joined Lord Cornwallis.

Brig.-Gen. Benedict Arnold with 2,000 men disembarked at Portsmouth on January 2, 1781, made a pillaging expedition as far as Richmond, returned to Portsmouth and fixed headquarters there. Virginia at that time was poorly prepared to resist invasion; but all the available forces were rallied to oppose the incursions of this detested enemy. It was planned to capture him by strategy, as had been tried at the North; but he kept his person so closely guarded that no opportunity was given those commissioned for the enterprise to carry out the plans. Afterward, however, there was an opportunity to capture Arnold and his whole force, which was lost on account of the failure of the commander of the French squadron to cooperate with the land forces. Colonel Parker with the Suffolk militia was advanced to Cowper's Mills, the nearest post to Portsmouth; General Lawson with 800 militia was stationed at McKay's Mills some miles in Parker's rear and General Muhlenberg with 800 infantry, consisting of Colonel Fleming's and Col. Merriweather's regiments, and Colonel Armand's legion of cavalry, took post at Cabin Point, from which place he could support all the advanced force. On the north of the James, General Nelson with 1,000 militia and some volunteer cavalry were stationed at Williamsburg with orders to guard the shore thence to Newport News. This was to keep Arnold close in his intrenchments at Portsmouth to prevent depredations for he was getting short of provisions, which made it necessary for him to forage on the country. About this time M. de Tilley, commanding a section of the French squadron, entered Hampton Roads and captured a British frigate and some small vessels. Previously the American general had made every endeavor to draw Arnold from his intrenchments for a fight in the open field; he had driven in and captured some of his pickets and held a position within a mile and a half from Portsmouth, but he feared with his small force to risk an assault upon the breastworks. The North West Landing, which had been guarded by General Gregory, was reinforced by Col. Everade Meade's regiment. So the Americans were sure of forcing the surrender of Arnold for need of rations for his troops, if de Tilley would only maintain the blockade of the Elizabeth for a week or maybe less. Notwithstanding urgent requests, he sailed away on the 20th of February, 1781, alleging that the shallowness of the Elizabeth River was too dangerous for his vessels. Thus Arnold's force was released from peril.

Lord Cornwallis was also at Portsmouth, just previous to his fatal expedition to Yorktown.

These invasions caused great distress and

suffering amongst the people; but they with stood all with the nerves of heroes.

When the British fleet attacked Craney Island in June, 1813, the Portsmouth soldiers behaved with great gallantry and did most effective work in repelling the attacks of the enemy.

Capt. Arthur Emmerson of the Portsmouth Artillery sighted and fired the shot that sunk the "Centipede," which decided the fate of the day in favor of the Americans.

THE CONFEDERATE CAUSE.

The noble and heroic part which her citizens took in the war between the sections is a crown on her brow of imperishable beauty.

It is claimed with much reason and just pride that in proportion to the number of her inhabitants Portsmouth contributed a larger quota of soldiers, armed and equipped, to the Confederacy than any other Southern city. Many sacrificed their lives and all their fortunes to the glorious cause. Those who returned have devoted the remainder of their days to industrial pursuits, which has given the city its present prosperity.

In the very beginning the corporate authorities with chivalric devotion used every means available to aid the Confederate cause.

The era of American chivalry is enshrined in the heroic traditions of the Confederacy. In the girlhood, in the womanhood, in the boyhood, or in the manhood of its people; in the rank and file of its army, in its homes, in its sanctuaries, patriotism absorbed the hopes of all with beautiful self-forgetfulness; and the remembrance of heroic actions and knightly deeds is written in the hearts of its sons and daughters, so that although the States increase and the boundaries of the Union expand to the limits of the undiscovered North and South seas, and their offspring scatter over the face of continents, these will be sparkling jewels in the dust of time, which will teach their hearts to love their ancestors of the Southern Confederacy.

An agricultural people, armed with the noblest impulses of honor and chivalry, but without the appliances to equip and maintain an army in the field, were converted into soldiers, almost like magic, to defend their homes and firesides. No looms to weave the cloth—no furnaces to mold the cannon—no plants to make the muskets—no outputs of lead for shot—no manufactories for powder in all this fair Southland, which produced the cotton for the world; and yet, from beginning to end, the most powerful nations of Europe gave their resources of wealth, manufacture and men to conquer the Confederate States of America. If Europe had enforced strict neutrality, and kept her hireling soldiers at home, the furled flag of the Confederacy would today be the flying emblem of a living nation.

The magnitude of the intersectional war is almost incomprehensible, and the odds in soldiers against our Confederacy were so tremendous that we marvel how its armies held out for four years.

The total enrollment of our army and navy, including all classes, was about 600,000 men, out of a population of 5,000,000 whites.

The calculations for the United States Sanitary Commission, in regard to nativity, gave half a million of foreigners in the Union armies, of whom 187,858 were Germans and 144,221 were Irish.

The total enrollment of the Union armies, not including three and six months' men, was 2,864,272, or 2,264,272 more men than were on our side.

Three hundred and ninety-five thousand two hundred and forty-five Union soldiers were killed, mortally wounded and severely wounded, and their total deaths from wounds, disease and killed were 469,298.

Such figures are eloquent and powerful testimonials of the tenacity, courage and heroism of the Confederate armies.

At a called meeting of the Council of the city of Portsmouth, on Thursday evening, April 18, 1861, George W. Grice, the mayor of the city, stated that he had just returned

from the city of Richmond and had learned that the volunteers would be called into camp some time the following week, and that it was necessary to make preparations for defense and suggested the purchase of rifles and buckshot. Thereupon, on motion of Mr. Morris, it was *"Resolved,* That the city appropriate the sum of $1,500 to purchase arms and ammunition for the defense of the city."

A committee composed of George W. Grice, William H. H. Hodges and William H. Morris, styled the "Military Committee," was appointed, to make purchases of arms and ammunition.

At a meeting on June 15, 1861, $1,000 was appropriated for the relief of the families of soldiers of the city who were absent in various camps.

On July 17, 1861, $500 was appropriated to aid the Portsmouth Light Artillery in procuring side-arms.

On August 14, 1861, Revs. Handy, Plunkett, Peterson and Taylor appeared before the board, reporting that the supply of provisions at the "Relief Store" was exhausted and that the families of the soldiers in number about 400, were in extreme necessity and unless the Council made monthly appropriations of from $1,500 to $1,800 great suffering must ensue; whereupon the Council appropriated $1,000 for support of the families of soldiers in service.

The captains of several companies complained of discrimination in favor of the Portsmouth Rifles and the Portsmouth Light Artillery to which the Council replied * * * "That the reasons influencing the Council to appropriate separate amounts" were that these "two companies were not provided with suitable warlike weapons to defend themselves in the event of an engagement with the enemy. The Rifles being armed with the ordinary rifle without bayonet attachment, and the Artillery being without the necessary side-arms and it being believed that these were indispensably necessary to their personal safety and their success in battle, appropriations of $500 were made for each company to be applied *exclusively* to the purchase of the requisite arms."

On the 17th of December, 1861, the Council received a communication from the Councils of Norfolk requesting joint action with the military authorities in adding to the defenses of the harbor, and a committee of seven was appointed to confer with the Councils of Norfolk and the military authorities on the next day, as follows: George M. Bain, Jr., William G. Webb, John Nash, George L. Neville, John S. Stubbs, James T. Borum and John C. Neville.

On March 4, 1862, the relief committee reported having issued for the month of January 206 orders for relief of soldiers' families, amounting to $1,030.

On May 4, 1862, the Council appointed Hon. Samuel Watts to proceed to Richmond and present views to the authorities against the evacuation of this post.

On June 10, 1862, the committee, appointed to report the circumstances of the Confederate evacuation, reported among other things that no official notice was given the civil authorities by the major-general commanding the military department, or by the brigadier-general, commanding the forces around the city, of the evacuation on the 10th of May, but that Capt. S. S. Lee, commanding the Gosport Navy Yard, did confer with the civil authorities concerning the burning and destruction of the Navy Yard and rendered every facility he could by allowing the Fire Department the use of the engines and hose of the Navy Yard to protect the city against any danger that might be incurred from the burning. Throughout the day the city was in the utmost confusion demanding unremitting attention in various places. The large quantity of powder which had been left in the railroad depot was thrown overboard. The commissary stores were turned over to the mayor to be distributed among the poor, and some stores which had been seized by irresponsible and undeserving persons were recovered.



Norfolk County Court House, Portsmouth, Va.



High School Building, Portsmouth, Va.



City Hall and U. S. Post Office, Portsmouth, Va.



Trinity Protestant Episcopal Church, Portsmouth, Va.
(The first church erected, in 1762.)

The evacuation by the Confederates was completed about 5 o'clock P. M. and the occupation by the United States troops about 9 o'clock P. M., May 10, 1862.

The Military Governor, General Viele, on the 23d of June, 1862, suspended the civil functions of the authorities of the city and in an interview with the president of the Council, George M. Bain, Jr., suggested a revocation of the order provided the Council would take the oath to support the Constitution and laws of the United States. The Council refused politely but in no uncertain terms: "It would invoke no moral turpitude to swear allegiance to the principles embodied in the Federal Constitution. * * * But to swear unconditional submission to those who administer, and the means and measures of administration, would be obnoxious and a contradiction in terms. For the latter are at sundry points in conflict with the former. Whatever may have been the origin of the war, it is manifest that the end to which it is progressing is the obliteration of all the rights reserved to the States, a more consolidated and stronger government, and the emancipation of the blacks. Martial law, for which no constitutional authority can be found, has already effected much in this direction wherever the Federal arms are triumphant. The policy adopted in reference to slaves, sweeps away all the promised protection of the Federal Constitution. In a word *'Military Necessity'* overrides the Constitution by *'Martial law'* and the sword alone is its expounder."

The last meeting of the Council after the overthrow of civil authority by the military was held in the office of Dr. John Linn April 27, 1863: Present, George M. Bain, Jr., president; John Linn, J. H. Porter, M. W. Armistead, James T. Borum, A. Simmons and J. C. Neville.

The alms-house committee reported relief of 491 families, that want and distress were on the increase and unless more relief was afforded starvation must ensue.

June 2, 1862,—"The first regular meeting of the City Council under the Restored Government of Virgina, organized at Wheeling on the 11th day of June, 1861, was held under above date," Rev. John S. Briggs, president.

On June 22, 1863, Daniel Collins, so called mayor under this usurped government, sent a scandalous and scurrilous message to the usurpers, libelling the true and patriotic men who had governed the city by virtue of the voice of its true people. The committee appointed "to investigate the issue of Portsmouth City Notes" made a scandalous report impeaching the integrity and honor of the former councilmen in submitting their resolution of repudiation. Then the evil days were upon the people of Portsmouth. The vampires were sucking her blood and vilifying her good name.

In the Virginia Senate, March 8, 1863, Hon. George W. Grice offered the following, which was unanimously adopted:

"*Whereas,* the General Assembly of Virginia have learned that the Rev. George M. Bain, cashier of the Portsmouth Savings Bank Society, and William H. H. Hodges, cashier of the Merchants' & Mechanics' Savings Bank, citizens of Portsmouth, Virginia, the first named being over 60 years of age, and the other a cripple, have been arrested and sentenced to hard labor at Hatteras, North Carolina, by order of Major-General Butler, or some other officer of the Federal government for alleged fraudulent disposal of the funds of their banks; and that the Rev. John H. D. Wingfield, rector of Trinity Episcopal Church, Portsmouth, had been put to hard labor on the public streets of that city, with a ball and chain to his leg, because he refused to renounce allegiance to his native State; therefore,

"*Be it enacted by the General Assembly,* That the Governor of the Commonwealth be and he is hereby requested to invite the attention of the Confederate Government to the arrest and sentence of these three worthy citizens of this State and to respectfully ask that the facts may be investigated, and if found as stated and believed, that three citizens of the

Federal States (if there be any such in the hands of the Confederate authorities) he held at hard labor as hostages for these three citizens of Virginia; and if none, that three Federal officers be placed at hard labor, one with ball and chain on the public streets, and held as hostages for Messrs. Hodges, Bain and Wingfield."

THE PORTSMOUTH FIRE DEPARTMENT.

The Chambers Hook and Ladder Company was organized on the 12th of May, 1858, with W. B. Hunter as foreman; after serving a few months he resigned and Charles Jordan was elected. The latter served until the beginning of the war, when the company was disorganized owing to the enlistment of most of the members in the Confederate Army. The truck and ladder was housed in a shed adjoining the Ocean House and remained there until 1866. The company reorganized in the hall of the Independent Fire Company on the 12th of May, 1866, with 35 men.

Samuel Cuthriell was elected foreman; William H. Morris, Jr., 1st assistant; John W. H. Porter, 2nd assistant; W. A. Fiske, recording secretary; W. L. Foreman, assistant secretary; E. Jordan, treasurer.

In January, 1870, Capt. Samuel Cuthriell resigned and at the February meeting George O'N. Palmer was elected foreman. This meeting authorized the purchase of a steam fire engine and hose carriage.

Captain Palmer contracted with the Amoskeag Steam Fire Engine Company of Manchester, New Hampshire, to build the engine at a cost of $4,500. He purchased the hose carriage for $1,500. The steam fire engine "George O'N. Palmer," arrived in the city in April, 1870, and was probably the handsomest engine in the State at that time. The engine was pulled to all fires by hand until Capt. John M. Robinson, president of the Seaboard & Roanake Railroad Company, presented the company with a pair of horses and harness. It will be observed that the company was an independent volunteer fire company and owned its apparatus. The name of the company was changed to Chambers Steam Fire Engine Company No. 2, and the officers were: George O'N. Palmer, foreman; William H. Morris, Jr., 1st assistant; W. T. Robinson, 2nd assistant; John O'Connor, recording secretary; G. L. Foreman, financial secretary; F. Durr, treasurer.

In August, 1871, the company with 114 uniformed men visited Richmond and in a contest with the "brag" engine of that city threw water 20 feet farther. In 1876, the company visited Philadelphia and joined in the grand parade of the Centennial. In 1882 it again went to Philadelphia to attend the Bi-Centennial.

The Chambers company organized the State Firemen's Association at Portsmouth in 1886, which adjourned to meet in Richmond in June, 1887. The company was presented with a silver service by the city of Norfolk, consisting of a balanced ice pitcher, salver, and two goblets gold-lined inscribed:

> Presented to the Chambers Steam Fire Engine Company, No. 2, of Portsmouth, Va., by the Councils of the City of Norfolk, Va., in grateful remembrance of service in subduing the disastrous fires which occurred in Norfolk the 25th and 26th of July, 1873.

The Chambers company visited Richmond again in 1887; Roanoke in 1888; Baltimore in 1889; Chicago, Illinois, in 1893; Reading, Pennsylvania, in 1895; Hampton, Virginia, in 1896; Winchester in 1897; York, Pennsylvania, 1898; and Richmond again in 1900, when it secured a prize of $100 for the best looking company in line.

The foremen since reorganization have been:

Capt. Samuel Cuthriell, from May, 1866, to Jan. 1870.
Capt. George O'N. Palmer, from 1870 to 1876.
Capt. William H. Morris, Jr., from 1876 to 1877.
Capt. W. T. Robinson, from May, 1877, to July, 1877 (elected chief engineer.)
Capt. James W. Brown, from 1877 to May, 1881.
Capt. Ellis A. Butt, from May, 1881, to May, 1883.
Capt. Richard C. Marshall, from 1883 (still in office.)

The officers serving now are:

S. B. Hutchins—First Assistant Foreman.
E. T. Holt—Second Assistant Foreman.
C. S. Minter—Third Assistant Foreman.
R. W. Murden, Jr.—Recording Secretary (since 1872.)
G. G. Cummings—Financial Secretary.
W. R. Minter—Treasurer.

The Manchester Locomotive Works furnished the Amoskeag engine now in use, in 1892. There are now 116 active members, R. W. Murden, Jr., and W. R. Minter, being the oldest members, elected in 1866.

The Independent Fire Company was organized on the 11th of May, 1853, with 35 men. Some were killed in battle during the conflict between the States, some died during the epidemic of yellow fever in 1855, others from natural causes have passed to the great beyond. Of the original 35, H. G. Johnson, John Lovitt, Joseph Weaver, George Fitchett and Thomas Bland, are all that remain.

Francis Jordan was the first captain, and others that followed, serving various terms, have been: William Ballentine, Joseph D. Knapp, Cary F. Grimes, Samuel Hartt, Samuel Corey, Robert Noel, Frederick Wiersdorf and Julian Pace, who is the present captain.

The company has a La France engine and hose cart. The engine, which is one of the handsomest in the State, being nickel-plated throughout, with all modern improvements, cost $4,500. The company has a fine engine house, with bunk, reception and meeting room, which is city property. The company furnished these rooms and also owns a 1,000 lb. bell. It also owns a parade carriage, built at Senaca Falls, New York, with which they have won prizes at Newport News, Roanoke and Richmond, for the finest appearing body of men, with apparatus, in line of about 1,500 men. The carriage cost $1,800. They have, too, a silver service presented by the city of Norfolk, consisting of balanced ice pitcher, salver and two goblets, gold-lined. The following is inscribed upon the service:

Presented to the Independent Steam Fire Company, No. 1, of Portsmouth, Va., by the Councils of the City of Norfolk, Va., in grateful remembrance of service in subduing the disastrous fires which occurred in Norfolk the 25th and 26th of July, 1873.

But a few months ago the company celebrated its 48th anniversary. Unfortunately the records of the 13 years of the early days of the company have been destroyed; on one occasion the company sacrificed its own house to save surrounding property.

The following compose the present officers of the company: Julian F. Pace, foreman; Charles T. Bland, 1st assistant foreman; W. E. Johnson, 2nd assistant foreman; D. R. Renshaw, recording secretary; Joseph F. Weaver, financial secretary; F. J. Friedlin, treasurer; Dr. F. S. Hope, surgeon; C. R. Warren, 2nd assistant chief.

The Portsmouth Hook and Ladder Company No. 1 was organized on the 26th of April, 1897, with the following officers: R. A. Meads, foreman; S. T. Montague, 1st assistant foreman; G. S. Bell, 2nd assistant foreman; E. A. Wood, recording secretary; E. G. Irving, financial secretary; H. O. Pearson, treasurer; R. L. McMurran, M. D., surgeon. The company proceeded at once to procure uniforms and other equipments, and in a very short time was a thoroughly equipped band of fire-fighters.

The Council shortly afterward purchased a Babcock Aerial Etension Hook and Ladder Truck, with an extension ladder 58 feet long, with all the appliances used in fighting fires successfully, and turned the same over to the young company.

On October 4, 1897, 2nd Assistant Foreman G. S. Bell was recommended to the Council for the office of 3rd assistant chief. August 30, 1897, John W. Tatem, Jr., was elected driver and W. J. Anderton, tillerman. November 1st, Thomas Hume was elected 2nd assistant foreman in place of G. S. Bell, who had been elected 3rd assistant chief.

The first inspection was held May 2, 1898, with 36 members in full uniform.

At the regular election of officers held April 10, 1899, the following officers were

elected: R. A. Meads, foreman; Emmett Deans, 1st assistant foreman; C. N. Markham, 2nd assistant foreman; R. D. Guy, recording secretary; C. E. Outten, financial secretary; R. L. McMurran, M. D., surgeon; John W. Tatem, Jr., driver; W. T. Dillsburg, tillerman. On May 8, 1899, R. A. Meads resigned as foreman and Emmett Deans was elected to fill the unexpired and regular term as foreman. H. Robie was elected 1st assistant foreman. On April 9, 1900, C. E. Richardson was elected 2nd assistant foreman and E. P. Broughton, tillerman.

The following compose the officers at this time: Emmett Deans, foreman; H. Robie, 1st assistant foreman; C. E. Richardson, 2nd assistant foreman; R. D. Guy, recording secretary; C. D. Deans, financial secretary; H. O. Pearson, treasurer; R. L. McMurren, M. D., surgeon; G. S. Bell, 3rd assistant chief; John W. Tatem, Jr., driver; W. R. Walker, tillerman.

GREAT CONFLAGRATIONS.

On the 21st of March, 1821, a conflagration broke out at the corner of High and Crawford streets and the following property was destroyed: On High street, the Market House; a three-story brick building owned by Mordecai Cooke and occupied by Captain Rooke; five frame buildings owned by Mordecai Cooke, one by Francis Armistead, one by Dr. George W. Maupin, one by John Robbins, two by Thomas E. Brooks; one brick building owned by John Foster, one by Richard A. Blow; one frame building owned by Capt. Seward; on the north side of London street from where it crossed water street, the fire swept every building to the end of Davis' wharf; on Water street the warehouse and all buildings of Richard Blow, blacksmith shop of Mr. Peed, frame dwelling of John Brooks, frame dwelling of Mr. Spady, frame dwelling of Dr. George W. Maupin, and the residence of Mordecai Cooke, completing the two squares bounded by High, Crawford (then Main) London, Queen and Water streets; warehouses on Davis' wharf of D. Ballentine; warehouses on Myer's wharf of John Kay; ships "Lothair," "Home" and Georgiana."

There was a considerable fire on High street on April 3, 1839. Several buildings were destroyed, including a book store, tin factory, and the printing offices of the *Portsmouth Times,* John T. Hill, editor. Thomas Godwin, a cabinetmaker, was killed by the falling of a chimney of a house now No. 305 High street, which crushed through the roof of a large frame building, that stood on the spot now occupied by the Maupin Building, Nos. 301-303, used as a cabinet-maker's shop. Mr. Godwin was inside endeavoring to remove his chest of tools when he was crushed to death.

On April 28, 1859, St. Paul's Roman Catholic Church was set on fire and destroyed. Twice the hose of the Independent and Resolute fire companies were cut while operating against the fires. The incendiaries or their accessories were the culprits.

On May 1, 1859, the houses of William Benthall, Willoughby Bain and William Bain were destroyed by incendiaries.

The burning of the "Isaac Bell" was a scene ever to be remembered. A ship on fire in midstream was the grand sight which the people of Norfolk and Portsmouth witnessed on October 1, 1880. At 3 o'clock P. M. the fire bells of the Old Dominion Steamship "Isaac Bell" rang out an alarm,—that magnificient ship was on fire. A volume of flames bursting out of the hold of the ship at the foot of the foremast, and all efforts to stay them being fruitless, the tugs hauled her to the Hospital flats, where the ship with its cargo was burned to the waters edge. The cargo consisted of 750 bales of uncompressed cotton, nine hogsheads and 35 tierces of tobacco, and 14 barrels of resin, the whole valued at about $50,000. The ship was built in March, 1868, was 1,612 tons, with a carrying capacity of 2,500 tons dead weight and cost the company $200,000. The burning of the ship continued into the night and was witnessed by thousands

of people, who lined the shores and wharves on both sides of Elizabeth River.

On September 2, 1895, the dry kilns of the Portsmouth Lumber Manufacturing Company were destroyed by fire ignited by a spark from the smoke-stack.

On October 10, 1895, warehouse "D," Seaboard Air Line Company, with contents, Peters & Reed's wharf and stave yards on Water street were destroyed by fire, which caught in the warehouse, but the origin was not ascertained.

Never in her history has Portsmouth had such a baptism of fire as that which raged for five hours on the night of March 28, 1895. Thirty-five houses were burned to ashes, including St. Paul's Roman Catholic Church, and 300 people were made homeless by two incendiaries. These men seemed to have conceived a plan to destroy the whole city, which would have been accomplished had it not been for the interposition of circumstances, like the hand of Divine Providence. The incendiaries were apprehended and after tedious trials were convicted and sentenced to the penitentiary for terms entirely inadequate for their heinous offences.

Mayor J. Thompson Baird in his annual message to the Council said:

"The report of the Chief of the Fire Department makes the loss by fire during the year to be $85,566.25. This is an immense and unusual loss, but the great bulk of it was caused by the incendiary fire of March 28th, which the Chief rates at $70,000. He does not cite the data from which he gives this estimate, and I think his figures rather above the actual loss; it was, however, a night of terror long to be remembered by the community. At one time that conflagration threatened the major part of the city. But for the assistance received from our sister city of Norfolk, the U. S. Navy Yard and the county, our brave firemen, who fought the advancing flames with all the vigor and determination which inspires men to battle with the enemy of their home, must have suffered the agony unspeakable, which only belongs to those who are forced to look hopeless and helpless on the unstayed hand of the destroying angel.

"Four of the cruel men who wantonly, out of the wickedness of their hearts, kindled this and other incendiary fires, were arrested, convicted and are now in prison in the penitentiary at Richmond. Their trials were long and tedious, but the arduous and untiring efforts of two of our eminent citizen lawyers, James F. Crocker and William H. Stewart, who volunteered to assist the Commonwealth's attorney, was finally crowned with success, and we have had a rest which is likely to continue for many years to come.

"The people of the city of Portsmouth can never discharge their obligations to these most excellent citizens, for the battle which they fought was in defense of every man's fireside, from the most opulent to the humblest. Their names are written in indelible characters in the archives of Portsmouth for emulation in generations to come.

"The Fire Department of Portsmouth is not excelled; it has reached a membership which in point of numbers and in character of material, makes it the peer of any consolidated enemy of the fire fiend within the borders of the Commonwealth. The companies are bravely officered, splendidly equipped and superbly manned, they are thoroughly armed in discipline, patience and temperance, and so far as lies within the power of their limited numerical force, their service is invaluable and their battle-front invincible."

Chief of Police F. T. Lynan, speaking of the increase of felonies in his report to the mayor, said:

"This was owing to an organized gang of desperadoes, who have for the past year infested the city. They, going about at night, stopped at nothing short of murder,—houses were burned, dwellings burglarized and stores robbed. At last the police, obtaining a clue, arrested and brought to trial the leaders of if not the entire gang, when with the valuable service voluntarily given by the Common-

wealth, by those eminent gentlemen and lawyers, Col. William H. Stewart and Maj. James F. Crocker, they were convicted, and are now serving long terms of imprisonment in the State Penitentiary."

MAYORS OF PORTSMOUTH.

As a matter of interest to the resident reader, the following list of chief magistrates of the town and city, in the order of their succession, is given:

1. John S. White, elected for one year, 1852; re-elected, 1853.

2. Hezekiah Stoakes, elected for one year, 1854.

3. D. D. Fiske, elected for one year, 1855.

4. James G. Hodges, elected for one year, 1858; re-elected, 1857.

George W. Grice, elected for one year, 1856; re-elected, 1859 and 1860.

6. John O. Lawrence, elected for one year, 1861.

7. John Nash, elected for one year, 1862; had served only one month when the city was placed under martial law.

8. Daniel Collins, elected under Federal military rule for one year, 1863; re-elected, 1864 and 1865.

9. James C. White, elected for one year, 1866; under the Reconstruction Act. Mr. White served beyond the legal term for which he had been elected.

10. James E. Stoakes, appointed by General Schoolfield, May 1, 1868.

11. E. W. Whipple, appointed by General Canby, October 5, 1869.

12. Philip G. Thomas, elected for one year 1870; re-elected, 1871.

13. A. S. Watts, elected for two years, 1872; re-elected, 1874.

14. John O'Connor, elected for two years, 1876.

15. J. Thompson Baird, elected for two years, 1878; re-elected at each subsequent election until 1894.

16. L. H. Davis, elected for two years, 1894.

17. J. Thompson Baird, again elected, for two years, 1896, and has been re-elected at each subsequent election and is the present incumbent of the office.

ROSTER OF CITY OFFICERS.

Mayor—J. Thompson Baird.
City Clerk—L. P. Slater.
Treasurer—George A. Tabb.
City Auditor—T. Hume.
City Collector—R. A. Hutchins.
Commissioner of the Revenue—R. L. Herbert.
City Attorney—John W. Happer.
Street Inspector—John W. Wood.
Clerk of Market—Edw. N. Grant.
Physician to Almshouse—F. S. Hope, M. D.
Keeper of Almshouse—John Bright.
Wood Measurer, Sealer of Weights and Measures—John C. Parkerson.
Keeper of Cemeteries—Cary J. Hall.
Judge Hustings Court—James F. Crocker.
Clerk of Court—C. T. Phillips.
Commonwealth's Attorney—R. C. Barlow.
Sergeant—Williamson Smith.
Deputy Sergeant—Jesse B. Hoofnagle.
City Engineer—Bascom Sykes.
Sanitary Inspector—D. W. Murden.
Physician to the Poor—Gray G. Holladay, M. D.
High Constable—E. S. Anderton.
Superintendent Public Schools—John C. Ashton.
City Council: John J. King, president; D. W. Ballentine, vice-president.
First Ward: J. W. Brown, Jr., Dr. Joseph Grice, W. S. Langhorne, R. E. Crump.
Second Ward: D. W. Ballentine, C. W. Walker, Charles E. Murden, Emmett Deans, F. O. Cain, Charles G. Hume.
Third Ward: J. Leon Codd, Jesse M. Overton, J. Edw. Johnson.
Fourth Ward: John J. King, L. C. Brinson, Samuel T. Montague, R. E. Glover.
Fifth Ward: L. M. Palmer, S. Cleburne Browne.
Educational Department—Superintendent public schools, John C. Ashton; clerk of school board, William A. Culpepper; treasurer of school board, George A. Tabb.
School Board: D. A. Williams, president; First Ward, D. A. Williams, W. O. Hope, L. P. Slater; Second Ward, B. F. Howell, James C. Proctor, W. D. Minter; Third Ward, W. T. Ballentine, C. H. Morris, H. O. Pearson; Fourth Ward, John T. Lawrence, J. F. Schroeder, Charles Owins; Fifth Ward, George R. Trant, R. D. Hamilton, L. M. Palmer.
Fire Department—Chief engineer, F. Wiersdorf; wardens, R. L. Herbert, C. R. Warren, G. S. Bell.
Board of Police and Fire Commissioners—J. Thompson Baird, mayor, president; L. Aug. Bilisoly, W. C. Corbitt, J. W. Johnson, R. F. Taylor, James O. Shannon.
Justices of the Peace—Charles R. Nash, John C. Niemeyer, Caleb N. Moody, C. C. Alexander.
Board of Health—E. L. Lash, president; E. R. Barksdale, M. L. Hunt, E. L. Pollard, R. H. Neville.

CHAPTER XXIII

SKETCHES OF BERKLEY AND OTHER TOWNS AND VILLAGES

BERKLEY—GREAT BRIDGE—PORT NORFOLK AND PINNER'S POINT—WEST NORFOLK—SOUTH NORFOLK—GILMERTON—LAMBERT'S POINT—CHURCHLAND—OCEAN VIEW—WILLOUGHBY BEACH—NORFOLK-ON-THE-ROADS—DEEP CREEK.

BERKLEY.

The locality of the town of Berkley was first Powder Point and Ferry Point, then the town of Washington, where the County Court was once established. Tradition says George Washington visited the place with a view of locating the national capital there, hence it was christened the town of Washington. Not many years ago it was rechristened in honor of Lycurgus Berkley, a prominent citizen, and the town of Berkley, Virginia, was incorporated by an Act of the Legislature of Virginia, passed March, 1890. At this time the assessed value of property within the corporate limits of the town was $845,536. In 1899 the assessed value was $1,616,236, or an increase of nearly 100 per cent. in nine years.

The limited charter granted in 1890 divided the town into three wards, and provided for its government by ordering the biannual election of 11 councilmen, who in turn elected the town officers,—mayor, sergeant, recorder, etc. No provision, however, was made for the improvement of the town, except by the issue of bonds to the amount of $10,000, and this had to be authorized by a two-thirds majority of the voting population, which could never be obtained. Consequently no attempt was made to permanently better the condition of the streets, the town's finances being limited to the amount collected from taxes and licenses, which was barely sufficient for running expenses.

The legislature of 1895-96 passed an amendment to the charter, authorizing the issue and sale of bonds to the amount of $50,000, at the option of the Council. This was increased in 1897-98 to $100,000, and at the last session of the Legislature the limit was made $150,000.

Of the above amount, bonds amounting to $110,000 have been issued and sold, and $95,000 has been expended on town improvements, as follows: $5,000 for improvement of the equipment for fire protection; $10,000 for purchase of real estate for cemetery and other purposes; $80,000 for street improvements exclusively, which is evidenced by the widening of Chestnut street at a cost of $2,841.45 and paving the same with Belgian block—two miles of street graded and macadamized or paved with Belgian block—two and one-half miles of streets curbed, guttered and shelled—

two miles of streets graded and shelled—15,000 square yards of brick sidewalk laid. In this amount is also included the cost of surveying, maps, etc.; also the cost of sewers for carrying off the surface water, etc.

The first bonds issued and sold bear six per cent. interest, and were sold with difficulty, while the last sold realized a handsome premium, notwithstanding the interest was only five per cent.

Berkley, which will be the third city in the galaxy of cities forming the cluster in the arms of the Elizabeth River, and lying in the crotch of the figure V, is going rapidly to the front and is destined to be a place of note.

Berkley is within a few minutes travel by ferry of either Norfolk or Portsmouth, with a number of manufactories, marine railways, public buildings, etc. A new electric street railway, which is liberally patronized, has recently been put into operation, running through the principal streets to the ferry, and another has been proposed.

The public schools are under the direction of Prof. O. L. Kennedy, who is the principal of the high school, and has six assistants. There are enrolled in this school 330 pupils. The South Norfolk school has 140 pupils, and three teachers.

The Ryland Institute is a chartered institution, and its objects are to furnish higher education to young ladies. It is a female boarding school. Rev. A. E. Owen, D. D., is the president and he is assisted by a fine corps of teachers.

Among the textile manfactures that have assisted Berkley in taking rapid strides in the textile industry may be mentioned the underwear factory of the Berkley Knitting Mills, with G. W. Simpson, president, and William L. Bailie, Jr., manager; the Chesapeake Knitting Mills and Elizabeth Knitting Mills, both owned and operated by Foster Black, and the more recently erected Yard & Thread Spinning Mills, operated by the Cotton Seed Oil & Fibre Company, of Philadelphia, the latter mill having been moved from Philadelphia to this town, where advantages and inducements surpassed those offered by other sections.

The aggregate capital represented by the above-named mills amounts to over three-quarters of a million dollars, and employment is given to over 1,000 people, mostly natives of this section, who are fast becoming as skillful operatives as the labor procured from the older textile industrial sections.

The capacity of the knitting and spinning mills of Berkley will reach between 1,200 and 1,500 dozen of underwear per day, and about 20,000 pounds of yarn are spun daily.

The development of these industries has to a great extent outgrown the industrial population of this section, particularly the female wage-earners, who are always in demand by the various spinning and knitting mills, the greater portion of the labor employed being girls 16 years of age and over.

TOWN OFFICERS.

Mayor—Russell A. McCoy.
Treasurer—C. L. Odd.
Sergeant—W. S. Rudd.
Health Officer—Dr. F. M. Morgan.
Council—M. C. Keeling, president. First Ward, M. C. Keeling, J. H. Jacocks, R. A. Roach, George G. Martin; Second Ward, W. W. Robertson, John Whetstone, William L. Bailie, Jr., C. H. Williams. Third Ward, S. M. Bland, C. W. Parks, J. E. Reed.
Improvement Board—First Ward, G. D. Williams (secretary); Second Ward, A. H. Martin (chairman); Third Ward, J. J. Ottley.

PUBLIC SCHOOLS.

Berkley Graded—Walke avenue, between 5th and 6th streets; O. L. Kennedy, principal.
South Norfolk—Jackson avenue; Miss Lena Wright, principal.
Berkley—Liberty street extended, South Norfolk; George W. Braye, principal.

U. S. POST OFFICE.

Postmaster—George T. Tilley.

BENEVOLENT ORGANIZATIONS.

Berkley Lodge, No. 167, A. F. & A. M.—W. M., W. L. Berkley, Jr.; secretary, J. S. Rodgers.
Middleton Lodge, No. 145, I. O. O. F.—N. G., G. B. Randolph; secretary, Benjamin F. Townsend.
St. Bride's Council, No. 13, Order of Chosen Friends—Secretary, L. Berkley.
Chesapeake Tribe, No. 50, I. O. R. M.—Chief of records, J. E. Cooper.

Lee Lodge, No. 48, K. of P.—C. A. Marwitz, C. C.; W. W. Johnson, V. C.; George T. Wrenn, P. W.; William McK. Woodhouse, M. of W.; Charles Gibbs, K. of R. and S.; W. E. Roach, M. of F.; J. H. Jacocks, M. of E.; Charles Purdie, M. at A.; H. A. Johnson, I. G.; J. L. Piggott, O. G.; W. B. Dougherty, representative to Grand Lodge.

Old Dominion Council, No. 48, Royal Arcanum—Regent, George A. Simmons; secretary, Charles B. Gibbs.

Berkley Lodge, No. 278, B. P. O. E.—Exalted ruler, A. H. Boushell; secretary, W. S. Rudd; treasurer, M. L. Nash.

GREAT BRIDGE.

Great Bridge is located at the head of navigation on the Southern Branch, where the Albemarle & Chesapeake Canal enters the river, and is one of the old-time lively villages. It was the scene of the battle of Great Bridge, and the Daughters of the American Revolution have erected a monument on the bank of the canal in commemoration of the event.

The Albemarle & Chesapeake Canal Company was organized in 1855 under the name of the Great Bridge Lumber & Canal Company, and among the incorporators were the following Norfolk County names: Thomas V. Webb, S. B. Tatem, I. N. Hall, J. Cary Weston. The canals of this company form the connecting links in the waterway from Norfolk to Albemarle Sound. This water-way, starting at Norfolk, is up the Southern Branch of the Elizabeth River to Great Bridge; then through nine miles of canal to North Landing River; then down North Landing River to Currituck Sound; through Currituck Sound to Coinjock Bay; through Coinjock Bay to the second canal of this company five miles in to North River; down this river to Albemarle Sound, making a route about 78 miles long through which vessels drawing as much as eight and a half feet,—with a tonnage of as much as 800 tons, and loaded with as much as 400,000 feet of lumber,—have navigated with perfect safety. There is only one lock, 220 by 40 feet, which enables large rafts of timber to pass through this canal with very little trouble.

Marshall Parks was president from 1855 to 1885; Franklin Weld, from 1885 to 1898, being succeeded by Warren J. Elliott, who is now president. Robert M. Cannon is vice-president and general manager, and D. S. Burwell, secretary and treasurer. The directors are: Robert M. Cannon, John Vermillion, J. H. Chapman, R. StP. Lowry and E. G. Richmond. The Great Bridge in colonial days was a place of considerable commercial importance. The State located a tobacco warehouse there and trade in lumber and grain also flourished. January 29, 1729, the town of Great Bridge was established with the following boundaries: Beginning at the intersection of Center Green Sea Road with the Post Road leading from Norfolk Borough to North West River Bridge; thence running a south course along said Green Sea Road to the line of John Caldwell and Pool's heirs; thence a northwest course along said line to Horse Run Branch; thence a southwest course to Thurmer Hoggard's field (called Truss) to a point from which a direct line may be run a northwest course, along and within five feet of the western end of the house at present the residence of John Hodges, Jr., to the channel of Great Bridge River; thence running up the channel of said river to the confluence (by a cut) of said Horse Run Branch with said river; thence a southeast course to said Green Sea Road at the beginning. Samuel Willis, John Caldwell, William Grimes, Sr., John Jones, John Hodges, Jr., and Edward Hall, Sr., were appointed trustees. They were empowered to make by-laws and regulations for police and the regulations for building houses; to abate nuisances; to improve and repair streets; to levy taxes, not to exceed $2 on each $100 value of property; and to appoint a clerk and collector, to keep a record of proceedings. The general law concerning trustees of towns was made applicable to this town. The records of this town are not now in existence and how long it remained a town is not known; but it must have retrograded into a village before many years, for its history as a town is not within the memory of man. The old-time races

at the village gathered great crowds. In 1820, Joseph S. Seguine, Richard Baugh, Cary Weston and Edward Wilson entered their horses for the races. The village is near the great corn-growing region of the county and still holds up as the local mart at the mouth of a great canal.

PORT NORFOLK AND PINNER'S POINT.

Port Norfolk is a new flourishing town upon an ancient foundation. Although it cannot be legally termed a town, if Pinner's Point on the east is added we have a large and flourishing community as the northern suburb of Portsmouth. The great docks and warehouses of the Norfolk & Carolina and Southern railroads and a large fertilizer factory are located at Pinner's Point. A furniture factory, Armour's Cold Storage, and the terminus and warehouses of the Belt Line are at Port Norfolk. The commercial and manufacturing advantages of these localities are among the most favorable on the Elizabeth River. Port Norfolk occupies the old Glebe land of Portsmouth Parish, embracing the 175 acres purchased from Col. William Craford on the 17th day of September, 1761, by the parish, being the same property which he purchased on the 26th day of February, 1734, from John Abbott, of Pasquotank in the province of North Carolina, and Courtney, his wife, and which was devised by the will of Joseph Holloway, dated May 5, 1705, to his daughter-in-law, Mary Courtney. On this old Glebe the first rector of the parish was buried. His tomb was removed to Trinity Churchyard on June 10, 1890, and the inscripition reads as follows: "Here lies interred the Rev. Charles Smith, Rector of Portsmouth Parish, who died the 11th of January, 1773, in the 61st year of his age. He officiated as minister upwards of thirty years and his conduct through life was unexceptionable. He was a sincere friend, a most tender husband, an affectionate father, and a humane and good man. He was esteemed and beloved when alive, and died universally lamented. In testimony of this tender regard his son-in-law, James Taylor, and daughter, Alice Taylor, have erected this monument."

On the 18th day of December, 1815, the overseers of the poor, pursuant to the Confiscation Act of January, 1802, sold this land at public auction for $22 per acre to John Thompson, the grandfather of John Thompson Baird, the present mayor of Portsmouth. After the death of Mr. Thompson, it was sold to Col. Levin Gale for $6,500; and passing through several other hands, it became the property of the Port Norfolk Land Company on July 1st and 11th, 1890. Gen. H. Kyd Douglass, the distinguished Confederate cavalry officer and adjutant general of the State of Maryland, was made president of the company, which laid out the land in lots and began the building up of this beautifully located town which overlooks the waters that floated the "Great Eastern" and now bear the great fleets of ships which come for Pocahontas coal. Confederate War forts were located at Port Norfolk and Pinner's Point. Here the British forces under General Mathews, from the fleet of Sir George Collier, landed on May 9, 1779, and captured Portsmouth and Norfolk.

WEST NORFOLK.

Just across the Western Branch from Port Norfolk is West Norfolk, a town which has had some bitter experiences within the past few years, but which still exists and prospers in spite of its hardships. The chief of these trials were disastrous fires which visited the place on a number of occasions, and in the aggregate destroyed a vast amount of property. Among the losses were some manufacturing industries which have never been rebuilt, and the loss of which is still felt. But the people of West Norfolk are gifted with their share of energy and grit, and the place is rapidly rising from its ashes to take a new and higher place in the galaxy of Norfolk County towns. The industries now there and in operation are the Tilgham barrel factory, the Virginia Cedar

Works and the Eustis Smelting Works, all of which are helping to put the town on its feet again.

SOUTH NORFOLK.

Adjoining Berkley is the thriving community of South Norfolk. A few years ago the site upon which it stands was occupied by individual farms and strawberry fields; but such are the changes wrought in the kaleidoscope of time that this rural aspect has been transformed into one of more urban pretensions. In these few short years South Norfolk has become a lively place with a population of about 2,000, and has really only just commenced to grow.

The land upon which the town is located has been, at different times, laid off into large lots and broad streets and avenues, in which particulars it has somewhat the advantage of its neighbor, Berkley, whose lots are for the most part smaller and whose streets are, many of them, narrower. These advantages have helped to build up South Norfolk, and make it a place of handsome residences.

GILMERTON.

Gilmerton is situated at the junction of the "new cut" of the Dismal Swamp Canal with the Southern Branch of the Elizabeth River, about six miles from Portsmouth. It was named for Gov. Thomas W. Gilmer of Virginia. He was the Secretary of the Navy in President Tyler's Cabinet, and was killed by the explosion of a great gun on the man-of-war "Princeton," February 28, 1844. Gilmerton now has about 700 inhabitants and in the long-forgotten past, the Myrtle Isle Tide Mills, belonging to Dr. William Tatem, were located near-by, furnishing Indian corn meal for the city markets. About the year 1884, the John L. Roper Lumber Company gave it resurrected life by establishing lumber manufactories there. This company has now two planing mills there, with 18 planes and matchers, making an output of 150,000 feet of dressed lumber per day; two ripping mills with same capacity for ripping rough stock into various sizes; one sawmill, containing band saw and band re-saw, with capacity of 60,000 feet per day; one mill for the manufacture of white cedar or juniper into telegraph arms, pickets, laths, boat boards, tank plank and shingles, with daily capacity of 40,000 shingles, 30,000 pickets and laths, 25,000 feet of boat boards and tank plank and 2,000 telegraph arms. There is a 50-ton locomotive and 16 cars with tracks connecting with the Norfolk & Western Railway, and a complete system of water works. About 500 hands are constantly employed in these great manufactories, which are located immediately on deep water where the largest vessels can receive cargoes. The locality of the village is delightful and healthful.

Around Gilmerton there were a number of tide mills, besides Tatem's Mill; there were Cocke's Mill, Cook's Mill, New Mill, Willey's Mill and Old Mill.

LAMBERT'S POINT.

Prospectively, the most important of all Norfolk's suburbs, new and old, is Lambert's Point, because here are combined maritime and manufacturing facilities and developments, which have already accelerated immensely the city's growth and which promise to continue to do so still for a long time to come.

Lambert's Point is on the east or left bank of the Elizabeth River, coming in, about two miles nearer the river's mouth than the city. Here the Norfolk & Western Railway established, a few years ago, a coaling station, now grown to be the first in importance on the Southern Atlantic Coast, and with its auxiliaries of piers for general traffic, warehouses and projected grain elevator, etc., an extension of facilities of the port of extraordinary advantage in the development of its commerce.

The depth of the water here is 26 feet, mean low tide; the largest merchant vessels

can come up here to load. Some 2,000 of all classes do come to coal now, during the year, and about 2,000,000 tons of coal are annually shipped from these piers, the product of the Pocahontas (Southwestern Virginia and West Virginia) field.

Beside the coal piers, which are 900 feet long, 30 acres were filled in by the road as a site for warehouses. There are two of these, 705 by 140 feet (aprons not included), for general traffic. Twenty acres more have been set apart for cotton storage, compressing, etc.

Several land companies have enlisted with the Norfolk & Western Railway to promote settlement at this place, and have succeeded in building up a very respectable town. They have improved an area to the north of about 600 acres, and between 200 and 300 residences and stores, all told have been put up, to house and supply the employees of the railroad and other concerns here. The place has many advantages for such a settlement. It drains to the river, is sightly and beautiful, and is accessible by means of an electric street railway to it from the city.

Aside from the piers and the railroad improvements and works, the most important enterprise established at Lambert's Point is the Lambert's Point Knitting Mills. These mills were built and equipped at an expense of $100,000 by Norfolk capitalists about five years ago and are now employing about 200 hands.

CHURCHLAND.

The village of Churchland, formerly known as Sycamore Hill, is the center of the great trucking district west of the Western Branch in Norfolk County.

It has three churches, four stores, and a Grange hall, which the Masonic and Pythian lodges also use. The Churchland Academy, a flourishing school for higher education, was founded about 28 years ago by Col. A. K. Yancey. A public school is also located in this village.

OCEAN VIEW.

The oldest summer resort in Norfolk County is Ocean View, which has been in existence since the year 1879, when it was established by local capital mostly, and connected with Norfolk by a narrow-gauge steam railroad. In 1895 this road was made standard gauge, and is now operated by electricity.

Ocean View lies on the shore of Chesapeake Bay, almost due north of Norfolk, from which city it is distant about nine miles. The place "enjoys the gifts of nature a situation that extorts from sightseers the most unbounded praise." It is a situation facing the blue waters of the Chesapeake, dotted with sailing vessels and other craft, with Fortress Monroe barely in sight across the water, and the capes of Virginia close at hand.

WILLOUGHBY BEACH.

Within a short period what once appeared to be a valueless spit of land, forming the dividing line between the mighty Chesapeake Bay and her smaller sister, Willoughby Bay, has become one of the most attractive of our pleasure resorts. Willoughby Beach,—for that is the name of this beautiful tract of land,—bids fair to become one of the most popular places on the Atlantic Coast.

The Willoughby Beach Company was organized in 1897, since which time many improvements have been made to the property. A fine hotel has been built. Many cottages have been erected and others are in course of construction. An electric railway runs through the property, and steamers make hourly trips to and from Old Point Comfort.

NORFOLK-ON-THE-ROADS

Is where the great thunder-bolts of war rained during the early days of the Confederate War and on the site of the forts which helped to guard Norfolk and Portsmouth until the evacuation.

A double-track electric railway has been put in operation between Norfolk and Sewell's Point by the Norfolk & Atlantic Terminal Company. The deep-water terminus of the road lies on Hampton Roads, opposite a point between Old Point and Newport News, and not far from the mouth of the Elizabeth River. For some time past active work has been in progress, beautifying the place and converting it into a summer resort which is known as Norfolk-on-the-Roads. Grounds have been laid off and beautified. A large amount of land has been cleared and leveled, and many handsome home-sites sold. The Norfolk County Water Company is extending its mains to the place, thus putting good water within the reach of those who are building cottages there and stimulating others to purchase sites and build homes.

When the new streets, which are now being laid out, have been completed, curbed and graded, Norfolk-on-the-Roads will be one of the most inviting summer resorts in this section.

DEEP CREEK,

One of the last two old-time villages of Norfolk County, is located at the north end of the Dismal Swamp Canal, the first station of the old-time stage line from Portsmouth to Elizabeth City, North Carolina, and formerly the principal mart for the juniper lumber of the great swamp; but the new era has changed the face of things in and around this old place. There are now four or five stores of various sizes, two churches and a Masonic hall; but the old time tavern is gone,—a thing of the past; there were a number of old colonial dwellings in the village, but they too have long ago crumbled to dust and ashes. About two miles distant on New Mill Creek and about two miles from where the creek empties into the Southern Branch of the Elizabeth River still stands an old colonial home which was built in 1744. This date, with the name of the owner, Willis Wilkins, is cut in the bricks over the front door. The house was like many others visited and pillaged by the British during the Revolution. It is a quaint old building dilapidated by age and rough usage, and is now but a monument of the things that have been in the far long-ago. A view of the home is shown on page 24.

My esteemed friend, James F. Carr, of Gilmerton, writes as follows of the old village of Deep Creek: "You ask me for some of my early recollections of the village of Deep Creek, but when 'I try back' as we would say in the old fox-hunting days I doubt that I can carry the trail. One of my early impressions which is strongly fixed in my mind is the memory of the very large amount of juniper lumber always piled along the banks of the canal near the village. A favorite amusement of 'we boys' would be to get on top of these piles and see how far we could go without touching the ground; as there would be gaps of more or less width, it required good jumping and the fortunate fellow who proved the last to put his feet upon the ground was the hero of the hour. It seemed to me then that we would sometimes go a mile or two upon the shingles, rails, cooper staves and posts. They actually extended to the road collector's office, one-half mile from the village, and in addition to this large quantities of lumber were piled on the west bank, and on the east bank of the canal from the village to the locks, as much more.

"In fact Deep Creek was the main depot for the lumber product of the great Dismal Swamp. While a large quantity went to Suffolk by the Jericho Canal, and some to Gates County, North Carolina, by the Orapeake or Cross Canal, the larger portion found its way by the Dismal Swamp Canal to the village of Deep Creek; from there most of it was shipped to New York and Philadelphia, a number of large coasting schooners being exclusively engaged in this trade. Well do I recollect a number of the captains of these vessels, Waples, Irons, Ellis, Wood and others. They bought the lumber for 'spot cash,' no drafts, nor checks, but Spanish silver tied up in shot-bags,

counted then and there for their cargoes. It was always a gala time for the Deep Creekers when the shingle captains arrived. The counters (men who inspected and counted the lumber) were on hand with the white boys of the village who wanted to make a little money for there was work for all, the boys carrying shingles from the piles to the lighters where the men stowed them. All the lumber had to be lightered to the vessels, as they were too large to enter the canal. The loading of the vessels was turned over to the mates, while the captains enjoyed themselves at the village playing dominoes, 'old sledge,' and other games for drinks. At all times Deep Creek was counted a lively village, frequently visited by some of the older citizens of Norfolk and Portsmouth who enjoyed a quiet game of bluff (never heard of poker in those days) but when the shingle captains were there, there were 'flush times' indeed!

"Of course Deep Creek, like other places where money circulated freely, had its rough element, but it never interfered with the better class, looking to them for employment, and knowing that a pistol in the hands of a gentleman was more dangerous than the fist of a bully, but nearly every Saturday night these fellows would fight among themselves, only using the weapons nature gave them, the battle cry being 'make a ring and fight fair,' and when the bottom man cried 'nough,' the victor got off. On an occasion of this sort the bully of the village, Harrison C., had Jack F. down 'wearing him to a frazzle' but now and again Jack would dodge his head and give Hal the 'best he had.' After getting a stinging one in the eye, Harrison cried out 'D—— it, Jack, are you fending off my lick?' 'Well,' said Jack, 'I'm trying to keep off some of the coarsest of 'em.' The bystanders knowing Jack would die sooner than cry 'nough,' pulled Harrison off.

"On another occasion one of the fighters, Old Zeke C., was at the Major's counter with a bottle collared, about to pour down a gill of 'nose-paint,' when in walked Siah H. who had been whipped by Old Zeke the Saturday night previous, but Siah had his 'jag on' and thought he would like to try it over with Old Zeke and was blowing around to that effect, when Zeke said 'Haven't I licked you once?' 'Yes.' 'Didn't I do it fair?' 'Yes.' 'Then come up and have a drink, what the devil ye blowing 'bout?' Si accepted,—in fact he never refused, would drink with you in the dark, and never cheat a drop. Old Zeke repeating, grew noisy, kept repeating and grew boisterous until the Major, who was the landlord of the tavern, asked him to calm down. Said Zeke, 'Haven't I paid for my liquor?' 'Yes.' 'Well, here's money for the noise, 'though I made it myself; what the devil ye blowing 'bout?' When at last Zeke left for home his wavy navigation was not a success, but his gravitation was, for as he turned Ferebee's corner the wind blew him down; he managed to get on his hands and knees, crawled to the corner minus his hat and hugging the post looked around and hiccoughed: 'Hic, what the devil ye blowing 'bout?'

"But all such scenes have long ago passed away, and now no shingle captains are seen at Deep Creek and no liquor is sold there, and where the shingles were piled by the millions now are piled the high banks of sand taken from the old dismal swamp Canal, the name of which has been changed to the Lake Drummond Canal & Water Company. Some 50 years ago the various kinds of timber manufactured from the juniper of the great Dismal Swamp was 'hand-made' by the old Virginia darkies owned by the lumber manufacturers or hired by them from other owners.

"Hiring days were held between Christmas and the 1st of January of each year at various places in the county, notably at Deep Creek, Great Bridge and Hargrove's tavern. They were largely attended by the country people. The negroes were put up at auction and hired for one year to the highest bidder, who would give bond for the amount bid with a well-un-

derstood agreement that the negro should be well treated, his rations to be six pounds of pork, one peck of meal and one quart of molasses per week, with sufficient and comfortable clothing and two pairs of shoes for the year. The able-bodied farm hands, wood-cutters, ditchers, etc., would generally hire for about $100 a year, but a good 'shingle gitter' would bring $150. The 'shingle gitters' were allowed more liberties than most other slaves. The farmers would require their hands to work from sunrise to sunset, wood dealers would exact as a task six cords of wood per week, while the Dismal Swamp lumber dealer required his hands to pay first their hire which was done even when he owned them, then their store account (nearly all the dealers kept a country store), and the balance was paid the hands in cash. These hands were allowed so much per thousand for 32-inch shingles, so much for 22-inch, so much for 20-inch, so much for fence rails, so much for cooper staves; and I have known an industrious fellow Joe Seguine (negroes generally took their master's names), after paying his hire, store account and other charges, to have a balance in cash of $150 for six months work. Settling days, July and Christmas, were great times with them; the country store crowded, wives and sweethearts selecting their calico dresses, bright colored head handkerchiefs, shoes, etc., while the 'half-pints' were continually being 'set up' by the men; and the break-downs, music, etc., made scenes hard to describe, but never to be forgotten.

"Among these swamp hands were some odd characters. I recall Old Tom (Weston),—he generally idled fully half of his time about the village stores, yet his swamp account was good and he always had a cash balance due him on settling days. How did he manage it? Well there were generally runaways in the swamp,—negroes who would 'take to ambush' as they called it, without leave from their masters. The Norfolk newspapers of those days would contain small wood-cuts of a darky with a bundle on his back making a clean cut from his home to the Dismal Swamp 'brum proofs;' these wood-cuts were followed by rewards offered for the capture of the well-described 'sprinters,' but while the swamp was comparatively a safe place for them, and coons and 'possums could be trapped, they longed for their corn and coffee, and Tom, whose credit was good at the store, would supply them so long as they made shingles for him at half price, and it was whispered that when their shingle account overran their 'grub' bill, Tom would settle in full in a very ingenuous way, 'thusly': They would meet at Tom's camp for the spot cash, and would be rounded up upon the spot by the runaway catchers, who would propose then and there to 'wear Tom to a frazzle' for supplying them with 'grub' and after carefully handcuffing and tying the runaways would actually show Tom a large rawhide, and taking him *out of sight of the runaways* would whale the bark *off of one of the trees*, while Tom cried, 'Oh pray, Master,' and then receive his portion of the reward for the runaways. Another original character was Sancho (Carr),—his business with his partner was to skiff the lumber down the swamp ditches to the landing on the Dismal Swamp Canal. Sancho and 'pard' were generally in the village on the Saturday of every fourth week, and on the Monday liked to linger for another half-pint; on one occasion Sancho told his 'pard' if he was so 'keen' to go to the swamp he could saw the skiff in half and 'go long' and he would 'go long' with the other half when he got good and ready. But on a certain Saturday Sancho, who was a bully with his own color, got too loud and the magistrate warned him to 'dry up' or be tied up, but this magistrate was not long nor far removed from the 'poor white trash' as the negroes called the non-slave holders, consequently Sancho talked back and came out second best by a large majority. The following Monday Sancho was leaving very early with his skiff and when asked why was it 'thusly' sadly replied that he had found out that Deep Creek was too small for two bullies to reign

at the same time and so he was leaving for the swamp. These times and scenes are now in the misty past, and with the coming of the new era, the manner and means of manufacturing the Dismal Swamp timber have entirely changed, and the machinery of great mills make the shingles now, instead of the 'negro hand-made' of the old-time."

CHAPTER XXIV

BANKS, INDUSTRIES, COMMERCIAL INSTITUTIONS, HARBOR GOVERNMENT, AND MASTERS OF ARTS

BANKS OF NORFOLK COUNTY INDUSTRIES THE NORFOLK SILK COMPANY—LUMBER MILLS —THE NORFOLK COUNTY FISHERIES—CRAB FISHERIES—OYSTER INDUSTRY—RATES OF WAGES FOR SKILLED LABOR AND CLERICAL WORK—THE BUSINESS MEN'S ASSOCIATIONS—THE BOARD OF TRADE AND BUSINESS MEN'S ASSOCIATION OF NORFOLK —THE PORTSMOUTH BUSINESS MEN'S ASSOCIATION—GOVERNMENT OF NORFOLK AND PORTSMOUTH HARBOR—MASTERS OF ARTS OF THE UNIVERSITY OF VIRGINIA.

THE BANKS OF NORFOLK COUNTY.

The banking power of the county of Norfolk amounts to one-sixth of the total banking power of the whole State of Virginia. Thirteen regularly chartered State and National banks located in Norfolk, Portsmouth and Berkley, afford banking facilities for a population of 100,000. Two of these are National banks, four Savings banks and seven State banks. The combined surplus and undivided profits of these institutions equal eight per cent. of their total capital stock—their deposits aggregating nearly $9,500,000, with loans of over $7,750,000.

There have been no serious bank failures for over 15 years, and reports from which the accompanying statement is prepared show them all to be in a healthy and prosperous condition.

The following statement compiled from reports made to the State Auditor by State banks and to the Comptroller of the Currency by National banks shows the condition of the banks of Norfolk, Portsmouth and Berkley on or about July 1, 1901:

RESOURCES.

Loans and [illegible]		$ 7,735,030
Overdrafts		31,284
U. S. Bonds		162,800
U. S. Bonds to secure deposits		950,000
U. S. Bonds to secure circulation		600,000
Other stocks, bonds and securities		1,486,724
Due from other banks and bankers		1,284,835
Real estate, furniture and fixtures		526,086
Checks and other cash items		268,465
Specie	$208,942	
Legal tenders	560,258	
Cash not classified	6,299	775,499
All other resources		63,291
Total resources		$13,888,314

LIABILITIES.

Capital stock	$ 3,043,038
Surplus fund	709,000
Other undivided profits	629,706
Circulating notes	600,000
Dividends unpaid	7,820
Deposits subject to check	8,559,493
U. S. Deposits	[illegible]
Due to other banks and bankers	710,765
All other liabilities	155,000
Total liabilities	$13,888,314

The following table gives the number of banks in each of the cities named, together with their capital, deposits and total resources:

	No. Banks.	Capital.	Deposits.	Resources.
Norfolk,.....	8	$1,370,600	$7,732,995	$11,679,414
Portsmouth....	4	212,438	1,580,445	2,024,982
Berkley.....	1	30,000	149,545	183,918
Total.....13		$1,613,038	$9,642,985	$13,888,314

The exchanges of the Clearing House of Norfolk City amounted to $57,042,416 on September 30, 1900.

The figures given below represent the principal items of resources and liabilities of the banks in the State, together with those in Norfolk County, arranged by classes:

VIRGINIA.

	No.	Loans.	Capital.	Deposits.	Surplus.	Undivided Profits.
Nat'l Banks,	47	$23,642,332	$5,334,439	$26,264,750	$1,913,197	$2,480,36[illegible]
State "	111	25,582,445	6,404,550	25,491,027	1,822,463	1,731,653
Private "	27	1,083,00	321,600	1,298,000	46,173	52,500
Total,	185	$50,308,777	$12,060,580	$53,053,777	$3,781,833	$4,264,620

NORFOLK CO.

Nat'l Banks,	2	$1,993,009	$600,000	$2,961,136	$250,000	$182,235
State "	7	4,738,416	841,500	5,145,157	444,000	307,426
Savings "	4	1,039,188	171,538	1,356,692	15,000	140,045
Total,	13	$7,770,613	$1,613,038	$9,462,985	$709,000	$629,706

A comparison of the figures for Norfolk County with those of the State in the foregoing table will indicate how large a proportion of the business transactions of the State of Virginia is handled by these 13 banks. Representing only about seven per cent. of the total number of banks, they have almost 18 per cent. of the total deposits, more than 15 per cent. of the whole amount of loans and about 13 1-3 per cent. of the total capital. Their surplus and undivided profits is about 83 per cent. of their capital, while the ratio for the whole State is about 63 2-3 per cent.

Five National banks have been organized in the city of Norfolk, only two of which are now (November 1, 1901) in existence,—two having been closed by the Comptroller of the Currency and one going into voluntary liquidation.

The first bank organized in the State under the National banking system was the First National Bank of Norfolk (No. 271), which was authorized to begin business February 23, 1864, with a capital stock of $100,000. The president was Calvin L. Cole; cashier, W. G. Taylor. It failed June 3, 1874, and its affairs were settled by a receiver appointed by the Comptroller of the Currency, its creditors realizing 57½ per cent.

The People's National Bank of Norfolk was organized August 31, 1870, with a capital stock of $100,000, its first officers being J. C. Deming, president, and William S. Wilkinson, cashier. After doing business over eight years, it was permitted by the Comptroller to liquidate its affairs, and it ceased to exist as a National bank on July 31, 1878.

The Exchange National Bank of Norfolk was organized May 13, 1865, with a capital stock of $100,000, and later increased it to $200,000, with a surplus of $150,000. It was one of the largest banking institutions in the State of Virginia and its failure April 9, 1885, was for a time a severe blow to Norfolk, several smaller banking houses being directly or indirectly affected by the closing of its doors, and two of such banks, together with a number of business houses, were forced to suspend business.

The Comptroller of the Currency (at that time Hon. W. L. Trenholm) selected William H. Peters as receiver, and upon him devolved the difficult and arduous duty of winding up the affairs of this bank, and so efficiently did he administer his trust that the depositors realized 72 per cent. upon the payment of the final dividend, a few years since, the claims proved against the bank aggregating nearly $3,000,000.

The following is a list of the banks in Norfolk County, with their capital, date of organization and names of officers:

NORFOLK.

NAME.	BANK OFFICERS.	CAPITAL.
City National Bank (1892	A. E. Krise, President. John L. Roper, Vice-President. B. W. Leigh, Cashier.	$200,000
Norfolk National Bank (1885)	Caldwell Hardy, President. C. W. Grandy, Vice-President. A. B. Schwarzkopf, Cashier. W. A. Godwin, Assistant Cashier.	400,000
Bank of Commerce (1887	Nathaniel Beaman, President. R. P. Voight, Vice-President. Hugh M. Kerr, Cashier. M. C. Ferebee, Assistant Cashier.	200,000
Citizens' Bank (1867)	Walter H. Doyle, President. Tench F. Tilghman, Cashier. J. W. Perry, Vice-President.	300,000
Marine Bank (1872)	Walter H. Taylor, President. R. C. Taylor, Jr., Cashier. G. R. Atkinson, Jr., Assistant Cashier.	110,000
Merchants' & Mechanics' Savings Bank 1851	W. H. Wales, Jr., President. W. S. Spratley, Vice-President. John E. Wales, Cashier.	25,000
Norfolk Bank for Savings & Trust (1893	Caldwell Hardy, President. C. W. Grandy, Vice-President. W. W. Vicar, Cashier.	100,000
Savings Bank of Norfolk. (1886	George W. Dey, President. Geo. Chamberlain, Cashier.	30,000
Atlantic Trust & Security Co. Private (1895	J. W. Perry, President.	

PORTSMOUTH.

NAME.	BANK OFFICERS.	CAPITAL.
Merchants' & Farmers' Bank 1885	John T. Griffin, President. J. H. Toomer, Cashier. W. G. Maupin, Jr., Assistant Cashier.	$ 51,500
Bank of Portsmouth 1867	Legh R. Watts, President. J. L. Bilisoly, Cashier. S. D. Maupin, Assistant Cashier.	100,000
Peoples' Bank (1893)	Franklin D. Gill, President. Alexander B. Butt, Cashier.	50,000
Dime Savings Bank (1901	T. J. Wool, President. John H. Downing, Cashier.	25,000

BERKLEY.

NAME.	BANK OFFICERS.	CAPITAL.
Merchants' & Planters' Bank. 1899)	Alvah H. Martin, President. W. L. Berkley, Vice-President. George T. Tilley, Cashier.	30,000
Berkley Peoples. Bank* (1901 .	Foster Black, President. Joseph A. Wallace, Vice-President. William B. Dougherty, Cashier.	30,000

INDUSTRIES.

The development of the commercial and industrial institutions of the two cities and the town of Berkley has been phenomenal in the last decade.

There are two large and successful breweries, six bottling works, two grain mills, two creosoting plants, seven peanut-cleaning establishments, three paper-box factories, three book-binderies, nine factories for making barrels, boxes and crates for trucks and fruits, five ice factories, two cotton compresses, eight cotton-knitting mills, 10 fertilizer factories, one manufactory of silver-plated ware, carriage and harness factories, agricultural implement works, foundries, machine shops, shipyards, marine railways, cigar and candy factories, grain elevators, 18 saw and planing mills, two furniture factories, one peanut oil and fibre works, one shirt and overall factory, the government shipyard, the largest coaling station in the world, several sash, door and blind factories, six brick plants, one fence factory, one trunk factory, one hat factory, three electrical supply works, three steam laundries, one lightning rod factory, one silk factory, and the fisheries and oyster industry. Some idea of their inception and progress may be obtained from the following details:

*This bank was organized in July, 1901; as the bank statements preceding this list of the banking institutions of the county were to date of July 1, 1901, the statement of the Berkley People's Bank was not included.

THE NORFOLK SILK COMPANY.

According to late statistics, there are 865 silk manufacturing establishments in the United States, and Norfolk County enjoys the distinction of having one of them within her borders. It is a comparatively new enterprise for this section, and indeed is one of the pioneer mills of the kind in the South. The Norfolk Silk Company owns and operates the plant, which is located at Lambert's Point. The company was very unfortunate in the start, having had its building about half destroyed by fire just before the looms were ready for installation, but the old saying that a poor beginning makes a good ending bids fair to be verified in this instance. The mill is now equipped with nearly 150 looms, and is capable of producing upwards of 20,000 yards of silk per week.

America is a silk manufacturing country, but not silk producing, and the raw materials have to be imported. When this material arrives here it is mostly soiled, matted and glutinous, and the preparation of it for the loom requires careful and laborious attention. First

of all the raw silk must be carefully assorted, and then soaked to remove the glutin and other impurities. After having been dried, it is spun, wound and doubled, if for tram or filling. If for organzine or warp, after winding it must be spun twice, first with 14 turns to the right and then with 16 turns to the left. Then this thread must be doubled and redoubled as many times as may be necessary to give the desired weight to the goods, after which each of these augmented threads is spun again to give it greater strength, and reeled to put back into skein form for dyeing. After the dyeing comes another winding, and then a stringing or pulling to soften and polish the threads that have become roughened by these various processes. When the organzine thus prepared has been made into warp on warping mills, it is deftly twisted into the loom harness for weaving. But before the weaving begins, every particle of this warp must be carefully inspected or picked (as it is called). This process requires great skill and is accomplished by an extremely delicate little instrument which is used by the operator of the loom. When the weaving is completed the goods are calendered by passing over hot metal cylinders, and it is in this process that the moire or watered effects are produced.

The experiment of manufacturing silk goods in Norfolk County has so far proven very successful, and the product has already won a high standing in the market. It will no doubt lead to the establishment of other factories of the same character, and then we have to look into the future only a few years to see this section as noted for its silks goods as it is today for its cotton fabrics.

LUMBER MILLS.

There are handled here about 1,000,000,000 feet of lumber a year. The lumber mills employ about 5,000 men; their pay-rolls aggregate $150,000 per month, or nearly $2,000,000 annually. These mills require thousands of dollars worth of provisions for their men, and many more thousands of dollars worth of hay and feed for the great number of cattle employed in hauling timber and logs out of the forest. This, together with a large amount paid out for chains, axes, ropes and other supplies needed in this work, places the lumber interests, in this immediate locality, very far ahead in the line of home profit and production of any other branch of business enterprise in our midst; and it is growing larger and larger every year in order to supply the increasing demand from all parts of this great country for Southern pine lumber.

THE NORFOLK COUNTY FISHERIES

Have for years been of great importance, as the ocean each year sends in its finny wealth in an unfailing supply, and the varieties differ according to the season.

The fish run mainly in nine months. In March, April, May and June the prevailing fish are shad, croaker, trout and gray trout. In July and August the schools of Spanish mackerel, bluefish and spots are abundant and in prime condition. In September, October and November the fish that are abundant are salmon trout, gray trout, spots and rockfish.

The local fisheries are mainly at Virginia Beach, Ocean View and in the James River. There are six fisheries (deep sea) at Virginia Beach,—these employ about 100 to 120 men and about 15 boats. Ocean View has about 10 fisheries, employing about 200 men and 30 boats. The Ocean View fish are mainly sold in Norfolk, Portsmouth and Berkley for local consumption. The James River has hundreds of small fisheries on either shore, and this noted stream has a great wealth of fish, oysters and crabs. Buckroe Beach is the site of many fisheries that make a large annual catch.

These, and other fisheries, contribute heavily to swell Norfolk County's annual volume of trade, and packers ship them to all the important points east of the Mississippi River.

The waters of the Norfolk County section produce not only the species of fish above

noted, but to a more limited extent, pompano, sheepshead, black bass, white and sun perch, Southern white and horned chub, mullet, carp, pike, suckers, flat-back gar, hogfish, whitesides and eels. Eels are caught in abundance from the wharves of the cities by small boys, but they are not much esteemed locally, on account of the abundance of other more prized food fishes.

CRAB FISHERIES.

The crab is "one of the oldest inhabitants" of the Norfolk County section, and is abundant. The hard-shells furnish a large portion of the food supply of many families along Tidewater and also support a number of "crab factories," where the meats are removed from the shells and packed for shipment to Northern markets. In many instances the shells are shipped also, and the meats and shells unite again as "deviled crabs" in the high-class restaurants, cafes and hotels of the North and West.

The soft crabs, or "peelers" (crabs about to cast off their shells), are packed in boxes and sent to Northern markets, where they bring fair prices.

The hard crabs sell for a few cents. Deviled crabs are hawked about the streets of the cities of the county at a nickel each.

OYSTER INDUSTRY.

For many years Norfolk County has been one of the principal seats of the great oyster industry of the Atlantic Coast and her bivalves have acquired a well-deserved fame in the great markets of the country.

Most of the oysters handled at this port are "tonged," that is, picked up from the rocky bottoms by means of tongs that resemble garden rakes fastened together like the two arms of a pair of fire tongs. They have handles about 12 to 30 feet long, enabling the "tonger" to work in water of that depth. The last legislature, however, so amended the oyster laws that dredging is permitted when the special consent of the State Board of Fisheries is obtained.

All Norfolk County oysters enjoy a good reputation, but the greatest prestige attaches to the celebrated "Lynnhaven" oysters. These come from Lynnhaven Bay, just inside of Cape Henry, in Princess Anne County, formerly included in Lower Norfolk County. The supply of "Lynnhaven" is limited and the price is always high. They are shipped away in the shell for high-class restaurant and hotel trade, and figure on the bill of fare at Delmonico's and other places of a similarly high character.

The great bulk of oysters brought to Norfolk and Portsmouth are "shucked" here and shipped in barrels or pails (iced) to all the principal cities east of the Mississippi and some even go to parts farther west.

As one goes out in Norfolk and Portsmouth harbor, he sees many small boats from which colored men are poking long tongs down into the water, then drawing them up to dump their muddy load on the boat's bottom. When a load is obtained, they are culled to meet the requirements of the law. The law as amended at the last session of the State Legislature and applying to all public rocks, with certain limited exceptions, prescribes that all oysters less than three inches in length from hinge to mouth must be thrown back on the oyster rocks to grow to greater size.

When the small boat is loaded, the men pull up to their sloop near-by and there deposit their oysters until the sloop is loaded and sails to Norfolk or Portsmouth, where its cargo is disposed of to one of the many packers ready to buy for cash. In some cases the packers have sloops out on the oyster grounds and buy the oysters from the "tongers." The "tongers" are, as a rule, colored men, and they make on an average $2 to $4 a day during the oyster season, that lasts from September 1st to April 25th.

When the oysters reach the packing house, they go to the "shuckers," who deftly open the shells and drop the oysters into receptacles

provided for them. An expert "shucker" will open about 30 bushels per day. He receives for his work 20 cents per gallon of meats.

As the oysters are shucked, the meats are put up in barrels, tubs, pails and cans, for shipment. The oyster industry probably supports many thousand people in Norfolk County.

The oyster packers are also, as a rule, oyster farmers and they control a large acreage under water, that is leased from the State of Virginia, at an annual rental of $1 per acre. These lands so leased are submerged lands with a good firm surface, suitable for the cultivation of oysters and do not (in theory) embrace natural oyster rocks.

The planter secures his seed oysters from the James River which, since other seed beds have nearly all been destroyed, has become the seed bed to which planters all along the Atlantic Coast resort for young oysters.

Previously to planting his seed, the oyster man has prepared his planting ground (if it is not all ready in condition) by scattering over it many boat-loads of rocks or old oyster shells. These are essential, for the "spat" of the oysters needs these as bases on which to cling. The oysters then grow rapidly and are ready for the market at the age of three years. At the age of one year the oyster is about one inch in size, two inches at two years, and three inches or over at three years. These are shell measurements.

To guard its interests in the natural oyster rocks, which are the property of the Commonwealth, the State maintains an "oyster navy," consisting of two small gunboats and one sloop. The gunboat "Chesapeake" is manned by 10 to 12 men and is equipped with a large stand of Winchesters and other guns. The gunboat "Accomack" has about as many men and is similarly equipped. The sloop is also an important part of the fleet.

These vessels are constantly on the oyster beds on the lookout for oyster thieves who, some years ago, were a great pest. Within the past few years, however, the vigilance and activity of the fleet have tended to make the stealing of oysters from the public grounds both dangerous and unprofitable.

When a poacher is discovered, there follows a lively chase and he is usually overhauled, but sometimes the poachers reach the shore, abandon their boats and escape. When they are captured, summary justice is meted out to them, usually a fine and sometimes a fine and imprisonment and confiscation of their boats and outfits.

RATES OF WAGES FOR SKILLED LABOR AND CLERICAL WORK.

The wages paid in Norfolk County for the different kinds of skilled labor and clerical work, according to figures prepared for the years 1900, are fair and proportionate to the expenses for board, clothing, house rents, fuel, etc. The following are some of the customary rates classified:

Bakers—$8.12 per week of 60 hours.
Binders—$9.15 per week.
Bricklayers—$4 per day of 8 hours.
Blacksmiths—$2.50 to $3.00 per day.
Carpenters—$2 to $2.70 per day of 9 hours.
Cooks, hotel—$25 to $150 per month.
Cooks, private—$7 to $10 per month.
Bookkeepers—$40 to $100 per month.
Factory hands—$3 to $9 per week.
Freestone cutters—$3.50 per day of 8 hours.
Granite cutters—$3 per day of 8 hours.
Hod carriers—$1.50 per day of 8 hours.
Hotel waiters—$12 to $25 per month.
House servants—$6 to $10 per month.
Hostlers—$16 to $35 per month.
Laborers—$1 to $1.50 per day of 8 hours.
Lathers—$2 per thousand.
Longshoremen—$1.50 to $2 per day of 8 hours.
Motormen—15 cents per hour.
Masons—$24 to $30 per week.
Molders—$10 to $15 per week.
Nurses—$7 to $12 per month.
Printers:
 Machine—$17 per week of 8 hours.
 Book and job—$15 per week of 9 hours.
Pressmen—$12 to $18 per week.
Painters—$10 to $15 per week.
Plumbers—$12 to $15 per week.
Stationary engineers—$9 to $15 per week.
Sewing women—$2.50 to $4 per week.
Salesmen—$35 to $100 per month.
Saleswomen—$12 to $50 per month.
Street car conductors—15 cents per hour.
Stonemasons—$3.50 per day of 8 hours.
Tailors—$12 to $18 per week.

Tinners—$12 to $18 per week.
Truck drivers—$5 to $8 per week.

THE BUSINESS MEN'S ASSOCIATIONS

Were organized to promote the business interests of the cities by drawing capital to them and encouraging the location of mercantile and manufacturing concerns in them, to direct attention to their advantages, and particularly to engender a more general and social intercourse amongst gentlemen of all branches of legitimate business residing in the cities and vicinity.

The Chamber of Commerce of Norfolk was organized in 1801, reorganized in 1888, and is, therefore, one of the oldest commercial bodies of the country. Those two dates, those of its institution and reinstitution, are engraved on its seal. It is a coincidence that each marks an era of prosperity in the history of Norfolk.

It is not, however, for its age only that this body is distinguished. It is useful and influential as well. The Chamber has representatives of all industries and interests, financial, mechanical, and professional, of the city.

It is, therefore, the special guardian of the city's commercial interests, and the forum, so to speak, for its merchants of all sorts. It is still serviceable in that particular, although with the organization of other public bodies it confines itself to its own special field. At the same time it is concerned, in the broadest sense, with the development of the industrial and manufacturing interests of the South.

On April 29, 1890, the Business Men's Association of Norfolk was incorporated with th following gentlemen as incorporators: E. M. Henry, Barton Myers, Samuel Hodges, Walter Sharp, W. Thompson Barron, N. Burruss, S. L. Foster, N. P. Gatling, C. A. Nash, Michael Glennan, W. S. Franklin, V. D. Groner, Kenton C. Murray, H. Hodges, James W. McCarrick, William N. Portlock, H. G. Williams, William Pannill, Alfred P. Thom and R. B. Cooke. The officers for the first year were: President, E. M. Henry; 1st vice-president, Barton Myers; 2nd vice-president Samuel Hodges; secretary, Walter Sharp; treasurer, W. Thompson Barron.

THE BOARD OF TRADE AND BUSINESS MEN'S ASSOCIATION OF NORFOLK.

The Association, under the able management of its officers, continued to flourish until February 10, 1898, when the Chamber of Commerce, Merchants' and Manufacturers' Exchange and Wholesale Grocers' Association amalgamated with it under the title of "The Board of Trade and Business Men's Asciation of Norfolk, Virginia."

The officers from its organization have been:

ELECTED.	PRESIDENTS.	RETIRED.
April 9, 1890,	E. M. Henry,	January 30, 1896
January 30, 1896,	T. M. Wilcox,	January 13, 1898
January 13, 1898,	H. Hodges,	January 10, 1899
January 10, 1899,	R. H. Jones,	January 9, 1900
January 9, 1900,	H. C. Hudgins.	

1st. VICE PRESIDENTS.

April 16, 1890,	Barton Myers,	January 12, 1892
January 12, 1892,	R. B. Cooke,	January 10, 1893
January 10, 1893,	H. Hodges,	January 30, 1896
January 30, 1896,	Walter Sharp,	January 12, 1897
January 12, 1897,	E. E. Dawes,	January 13, 1898
January 13, 1898,	H. S. Herman,	January 10, 1899
January 10, 1899,	H. C. Hudgins,	January 9, 1900
January 9, 1900,	W. H. Wales.	

2d. VICE PRESIDENTS.

April 16, 1890,	Samuel Hodges,	January 10, 1891
January 10, 1891,	R. B. Cooke,	January 12, 1892
January 12, 1892,	Walter Sharp,	January 22, 1895
January 22, 1895,	S. L. Foster,	January 30, 1896
January 30, 1896,	E. E. Dawes,	January 12, 1897
January 12, 1897,	D. McCormick,	January 13, 1898
January 13, 1898,	B. L. Christian,	January 10, 1899
January 10, 1899,	W. H. Wales,	January 9, 1900
January 9, 1900,	C. W. Fentress.	

SECRETARIES.

April 9, 1890,	Walter Sharp,	Nov'ber 7, 1890
Nov'ber 7, 1890,	C. Pickett, (Died)	March 25, 1899
March 25, 1899,	E. E. Dawes.	

TREASURER.

April 9, 1890,	W. T. Barron,	January 8, 1900
January 9, 1900,	R. M. Wilkinson.	

STATISTICAN.

May 1, 1898,	E. E. Dawes.	

THE PORTSMOUTH BUSINESS MEN'S ASSOCIATION

Was incorporated December 12, 1901, with the following officers: President, T. J. Wool; treasurer, J. H. Downing; secretary, I. T. Van Patten; vice-presidents,—Alexander B. Butt, A. L. Dashiell, A. H. Lindsay, Jr., G. Hatton, John L. Watson; board of directors,—Franklin D. Gill, W. A. Jenkins, Charles G. Hume, Frank Lindsay, John C. Emmerson, E. L. Lash, P. C. Trugien O. L. Williams, B. I Hofheimer, M. P. Claud, R. S. Mackan.

GOVERNMENT OF NORFOLK AND PORTSMOUTH HARBOR.

Board of Harbor Commissioners:—Richard A. Dobie, president; Walter H. Doyle, treasurer; J. M. Hudgins, secretary; Wyndham R. Mayo, Joseph A. Parker, John L. Thomas, Henry Kirn, Dr. G. N. Halstead; committee on harbor police, Wyndham R. Mayo, Henry Kirn and John L. Thomas; committee on docks and wharves, Joseph A. Parker, Dr. G. N. Halstead and Wyndham R. Mayo; committee on port warden lines, Walter H. Doyle, Joseph A. Parker and Dr. G. N. Halstead. The president is, *ex-officio*, a member of each of the standing committees. W. T. Brooks is engineer of the board.

The harbor masters are: William W. Bain, J. M. Berkley and C. E. Yeatman. They are charged with general and specific duties as defined in the rules, regulations and orders of the commissioners, which have been, or may be from time to time, promulgated.

Their jurisdiction is concurrent over the harbor of Norfolk and Portsmouth. They are vested with authority to designate the anchorage grounds of all vessels, and are required to keep the channel-way and track of steamers clear.

It is their duty to berth vessels at appropriate wharves and dock; and, when called upon by the proprietor or occupant of any wharf or dock, to change the berth of any vessel lying at such occupant's premises, it is made their duty to move such vessel to some other wharf, or to a safe anchorage in the stream.

They are charged with the execution of the police regulations which have been, or may hereafter be adopted for the better government of the harbor, and will report all delinquents and offenders to the committee on harbor police.

The practice of boarding vessels below, or on their arrival in, the harbor is no longer deemed necessary, and the harbor masters have been relieved of this duty, but they are required to see that the regulations forbidding vessels from anchoring in the channel-way, or in the track of steamers, is strictly observed.

They are entitled to receive as compensation, fees, as follows, viz: Three dollars per month from each steamer (except those trading through the canals, ferry-boats and tugs) that runs regularly to the port, and from all transient vessels arriving from, or destined to, any foreign port as follows:

Schooners and brigs	$3.00
Barks	4.00
Ships	5.00
Steamships	5.00

They are also entitled to receive from all vessels in the coasting trade, arriving here, whose length over all is 75 feet and upwards, a fee of $3, to be paid only once in a twelvemonth. The harbor masters are required to keep a register of all such coasting vessels for reference and for examination by the commissioners.

They are required to see that the regulations of the United States government, requiring fog horns to be blown, or ships' bells rung, by all vessels anchored within the harbor during the prevalence of fog, are strictly conformed to, and they are required to report all delinquents to the committee on harbor police.

MASTERS OF ARTS OF THE UNIVERSITY OF VIRGINIA.

The degree of Master of Arts of the Uni-

versity of Virginia was first awarded in 1832, the recipient being George N. Johnson, of Richmond, Virginia. Between 1832 and 1900, including the session of 1899-1900, there have been 343 Masters. Omitting five years, 1862-1866 inclusive, during which the degree was not conferred, the average number a session has been about five. The number prior to 1861 and between 1867 and 1894 was less than the average, while the average number for the last seven years has been about 10. Of the 343 Masters of Arts, 287 have been from Virginia. The counties best represented have been Albemarle (56), Henrico (40), Norfolk (20), Louisa (11), Loudoun (11). Of the remaining 56 Masters of Arts, representing 15 States, South Carolina has 11 and Maryland 10.

The following is a list of citizens of Norfolk County, who have taken the M. A. degree at the University:

William R. Galt, Norfolk	1842
Crawford H. Toy, Norfolk	1856
Dr. Douglass C. Cannon, Norfolk	1859
Richard Walke, Norfolk	1860
Richard B. Tunstall, Norfolk	1868
Robert M. Hughes, Norfolk	1877
Kenneth A. Bain, Portsmouth	1882
John B. Jenkins, Norfolk	1882
Walter D. Toy, Norfolk	1882
George McK Bain, Portsmouth	1883
Minton W. Talbot, Norfolk	1889
Mallory K. Cannon, Norfolk	1892
William W. Old, Jr	1894
H. St. George Tucker, Norfolk	1895
G. Winston Parrish, Portsmouth	1896
Robert A. Stewart, Portsmouth	1898
Everett O. Eastwood, Portsmouth	1899
James W. Hunter, Jr	1899
Morris P. Tilley, Berkley	1899
Robert B. Tunstall, Norfolk	1899
Littleton T. Walke, Norfolk	1899

Princess Anne County has to her credit two Master of Arts degrees. Cincinnatus Morris took the degree about 1857, and Captain William W. Old, then a resident of Princess Anne, but now of Norfolk, took it in 1861. All the degrees of M. A. credited to Norfolk County go to the account of the cities of Norfolk and Portsmouth and the town of Berkley.

The degree of Doctor of Philosophy of the University of Virginia was first offered to students who proposed to devote their energies to special study and research in some of the various departments of letters or science in the catalogue for 1880-81. This degree was awarded Robert A. Stewart of Portsmouth, Virginia, June 12, 1901.

CHAPTER XXV

THE UNITED STATES NAVY YARD

ADVANTAGES OF ITS SITUATION—VIRGINIA OWNERSHIP—GOSPORT NAVY YARD—PURCHASES OF LAND FOR THE NAVY YARD—CONSTRUCTION OF THE STONE DRY DOCK—IMPROVEMENT OF THE NAVY YARD.

The greatest public institution in Norfolk County is the United States Navy Yard, located on the west side of the Southern Branch of the Elizabeth River; on the south and partly within the limits of the city of Portsmouth. It is about three-fourths of a mile from High street and the ferry wharf. The main entrance is by an arched way through a large building extending from the river to the yard of the Admiral's residence. On the right of the entrance is the marine guard-room, on the left the labor board's quarters and the watchmen's room. This Navy Yard is one of the oldest, the best located geographically in the United States, and is excellently equipped for constructing, fitting out and repairing men-of-war of all classes. It is located near enough to the Virginia capes to be easily accessible, for Hampton Roads carries the ocean up to its very wharves, and at the same time it is in a position readily defended from attacks either by water or land. Fortress Monroe and Fort Wool are the grim barriers which guard it from foeign foes and the benign effects of the Gulf Stream keep away ice blockades, which have only occurred twice in two centuries. The mildness of the climate allows work of all sorts to be carried on at all seasons of the year without interruption. It is in every aspect the finest location for a great naval station on the Atlantic Coast. The products of the great Pocahontas coal mines are unloaded from cars within its walls, and coal is the life of the great iron battleships, which are necessary to protect our coasts and the great Chesapeake Bay with its navigable rivers penetrating into the very heart of some of the richest States in the Union, one of them, the Potomac, leading from its magnificent capital. England first established a marine-yard on the site of our Navy Yard, but the Virginians took charge of it on the departure of Lord Dunmore and used it with varied fortunes until it became the United States Navy Yard at Gosport. The name Gosport was doubtless taken from Gosport, near Portsmouth, England, where one of the most important of the British dockyards is located. There is a tradition that this place had been used for some time, before the establishment of the marine yard by the British, as a careening-ground for their ships. A letter written in 1824 by Miles King, Esq., United States navy agent, states that scarcely had the British government commenced its work for the completion of the naval establishment, when the Revolution began, and the yard, together with the adjoining property of Andrew Sprowle, the British navy agent, became confiscated and forfeited to the State of Virginia.

Virginia immediately commenced prepara-

tions for establishing a navy and vigorous measures were adopted to that end. In October, 1776, the Virginia Convention passed an ordinance for building a navy and directed the commissioners of the navy to provide material for two 32-gun frigates and four galleys, also to enlist sailors to serve on the fleet three years from March 1, 1777.

In March, 1777, Thomas Talbot entered into a contract with Paul Loyall and David Stoddard, commissioners of the Continental shipyard, located at Gosport, near Portsmouth (on the site of the present Navy Yard), to furnish timbers for the frame of a frigate to be built by the Continental Congress. The contract price was £1,000 ($3,333.33), and it was estimated at the outset by the experts that it would require 200 oak trees and 120 pine trees. The following are the dimensions of the timbers furnished and give some indication of the size and character of this frigate (or cruiser) of that era:

For Keel and Keelson, 324 feet.
Stem and Linding, 100 feet.
Stern Post, Quarter Pieces, Logs and Knee, 120 feet.
73 Floor Timbers, 18 ft. long each.
226 Lower Futtocks, 15 ft. long each.
113 Fair of Timbers of a side, middle and upper Futtocks and Top Timbers—containing 53 ft. in each Fair.
67 Large Beams, 34 ft. each.
208 Knees for Do.
30 Beams for Quarter Deck, 30 ft. each.
120 Knees for same.
13 Hooks, 20 ft. each.
For Bends, 1,500 feet.
Water ways.
Rudder and Counter Timbers.
Head Stock and 6 Knees.
Pieces for Ribbons.

In the fourth volume of the Virginia Historical Register there is given a brief account of the invasion of Virginia by Sir George Collier and General Mathews, in May, 1779, copied from a volume published in England, entitled a "Detail of some particular services performed in America during the years 1776, 1777, 1778 and 1779" supposed to be chiefly taken from a journal kept on board the ship "Rainbow," commanded by Sir George Collier. After giving a detailed description of the attack and capture of the American fortifications and the dispersion of the Virginian flotilla, the account goes on to say: "The town of Portsmouth, within half a mile of the fort, was taken possession of at the same time. Norfolk of the opposite shore, and Gosport, where the rebels had fixed a capital marine-yard for building ships, were all abandoned at the same time by the enemy, and the men-of-war moved up into the harbor, where the moored. The enemy, previous to their flight, set fire to a fine ship of war of 28 guns, ready for launching, belonging to Congress; and also two large French merchantmen, one of which was loaded with bale goods and the other with a thousand hogsheads of bacon. The quantity of naval stores of all kinds found in their arsenals was astonishing. Many vessels for war were taken on the stocks in different forwardness; one of 36 guns; one of 18 guns; three of 16 guns; and three of 14 guns, besides many merchantmen. The whole number taken, burnt and destroyed while the King's ships were in the river amounted to 137 sail of vessels. A most distressing stroke to the rebels, even without other losses. Many of the privateers and other vessels fled up the different branches of the river, but as there was no outlet the Commodore either captured or destroyed them all. * * * General Mathews having made application to the Commodore that the troops might be re-embarked on the 24th of May, in order to return to New York, Sir George endeavored to dissuade that measure being carried into execution till the return of the express he had sent to the commander-in-chief of the army, to whom he had wrote in very strong terms, pointing out the infinite consequences it would be to the King's service, the keeping possession of Portsmouth, as the doing so would distress the rebels exceedingly, from their water communication by the Chesapeake being totally stopped, and by which Washington's army was supplied with provisions, and an end put to their foreign trade; that the natural strength of the place

was singularly great, both by sea and land, and might be maintained with a small force against a very superior one; that the marine-yard was the most considerable one in America, and the quantity of seasoned oak timber there for ship-building very large; which, as well as a vast deal of other stores, could not be embarked then for want of vessels, but might be sent by degrees to England, where it was much wanted. * * * General Mathews, however, conceiving himself tied down to the letter of his instructions, did not care to recede, and preparations were therefore made for abandoning this valuable settlement. As many of the naval stores as could be carried away were shipped off, but great quantities were unavoidably left behind and set on fire. The conflagration in the night appeared grand beyond description, though the sight was a *melancholy* one. Five thousand loads of fine seasoned oak-knees for ship-building, an infinite quantity of plank, masts, cordage, and numbers of beautiful ships-of-war on the stocks, were at one time in a blaze and all totally consumed, not a vestige remaining but the ironwork that such things had been." The account from which the above is quoted states that on the day following that on which the squadron got to sea, they were rejoined by the express-boat, which had been sent by Sir Henry Clinton, and which brought his answer, "Now of no consequence, as the evacuation of Portsmouth had taken place—a fatal and unfortunate measure, *universally regretted* by all who were acquainted with its importance, and the advantages which would have resulted to Great Britain from it being in possession of the King's troops."

The letter of Sir George Collier, above referred to, was published in the *Westminster Magazine* of June 17, 1779, and bears the date of May 19, 1779. It says: "You are too good a judge, Sir, of the very great importance of this place, we now hold, to render my saying much upon the subject necessary; permit me, however, as a sea officer, to observe that this port of Portsmouth (Virginia) is an exceedingly safe and secure asylum for ships against an enemy, and is not to be forced even by great superiority. The marine-yard (Gosport) is large and extremely convenient, having a considerable stock of seasoned timber, besides great quantities of other stores. From these considerations, joined to many others, I am firmly of opinion that it is a measure most essentially necessary for His Majesty's service that this port should remain in our hands since it appears to me of more real consequence and advantage than any other the crown possesses in America; for by securing this the whole trade of the Chesapeake is at an end, and consequently the sinews of the rebellion destroyed. I trust and hope, Sir, you will see this matter in the same important light I do, and give such directions for reinforcements to be sent here as you may think necessary in order to our preserving and improving those advantages which we have with so much good fortune acquired."

Jefferson's notes, 1781-82.—"Before the present invasion of this state by the British under the command of General Phillips, we had three vessels of 16 guns, one of 14, five small galleys, and two or three armed boats. They were generally so badly manned as seldom to be in condition for service. Since the perfect possession of our rivers assumed by the enemy, I believe we are left with a single armed boat only."

"At a Norfolk County Court, held on the 20th day of July, 1834, Capt. William Moffat of the town of Portsmouth in Norfolk County, made oath before Samuel Watts, a justice of the peace, that he was the mate of the brig 'Neptune' and that whilst he was at Portsmouth in 1780, he saw the State ship 'Renown,' which was built at the State Navy Yard at Gosport by Stoddard, the master ship-builder, and commanded by Capt. Robert Elliott, drop down from the Navy Yard and when she passed the wharf where the 'Neptune' lay, Captain Elliott inquired when the 'Neptune' would be ready for sea and expressed a wish that she would get ready and proceed to sea under convoy of his ship. The 'Neptune' followed

the 'Renown' and when they reached Hampton Roads they found 16 or 17 sail of other vessels waiting the departure of the 'Renown' and wishing protection under her. Captain Moffat further made oath that in May of the year 1779, a sloop-of-war was burnt at the Gosport Navy Yard by the enemy and that the ship 'Renown' was built on the same stocks and was pierced to carry 20 odd guns, but at the time of her first sailing in April, 1780, in consequence of the great deficiency of arms at that time, she had only eight or ten guns; that the 'Renown' went into the port of Eustalea and there fitted with her full complement of guns and returned to the Colonies. He further made oath that Captain Elliott went to sea a second time in the 'Renown' and was chased into St. Martin. The 'Renown' was captured and Captain Elliott taken prisoner. This deponent did not return to Portsmouth until after peace, being more than three years from the time of Captain Elliott's first cruise in the 'Renown.' This affiant does not know at what time Capt. Robert Elliott entered the service, but supposes the sloop-of-war that had been built in 1778, and was burnt in May, 1779, was designed for his command, as he commanded the ship built in the place of that sloop-of-war. On the return of this affiant, it was then peace and Captain Elliott was then at home. He does not know how long Captain Elliott was in prison."

A protest was entered at Edenton, North Carolina, on the 6th of June, 1779, for ship "Le Soucy," Capt. Pierre Raphael Chorlet, of Bordeaux in the Kingdom of France, which states that on the 8th day of May, 1779, his ship was laying at moorings before the town of Norfolk, Virginia, having 366 hogsheads of tobacco part of her cargo on board, and he was informed that an English fleet of ships of about 40 sail was in the Bay of Chesapeake and had anchored before Hampton on that day, that on Sunday the following morning the fleet came to anchor in the Elizabeth River. This made him apprehend that the enemy intened to make a descent on Portsmouth; the fort at which place having but a few soldiers was incapable of making any defense. That the inhabitants were in great confusion, each shifting for himself. He went on board his ship and got her into the Southern Branch before the shipyard, where he tarried until next morning. About 10 o'clock, the enemy being within cannon-shot of the fort, he sailed without a pilot three or four miles up the river and grounded. He fastened a small cable to a tree on shore and waited in that situation until the next morning, having passed a very tedious night, the sailors with matches in their hands to burn the ship in the event of threatened attack. He received information that the British had landed with 2,500 men and made themselves masters of the fort and were preparing to come up the river. His ship had seven guns but his sailors showed no disposition to fight, he called his officers together in council of war and all agreed to burn the ship, to prevent a valuable cargo and the ship, which with a small expense might be fitted out as a frigate-of-war, falling into the hands of the enemy. He caused all the pitch and tar to be put under the scuttles of the main deck ready to be fired on the approach of the enemy. He put into the long boat such provisions as were necessary should the crew be compelled to fly to the woods for safety. About seven o'clock next morning he saw a defile of boats coming with great swiftness toward him, on which he dispatched the long-boat and crew, reserving the boatswain to light the fire, which being fully accomplished they proceeded to join the long-boat's crew.

This statement was also affirmed by 1st Lieut. Pierre Vallet, and 2nd Lieuts. Louis Virginer and Armie Bourgeois.

These court orders throw some light on the reports of the British commanders aforementioned.

The Virginia Navy was employed mainly for the defense of the bays and rivers of the State. Commodore Samuel Barron was appointed its commander-in-chief, being styled "Commodore of all the armed vessels of the Commonwealth."

In May, 1776, an ordinance of the Virginia

Convention appointed Thomas Whitney, John Hutchings, Champion Travis, Thomas Newton, Jr., and George Well naval commissioners to direct the naval affairs of the Colony.

On the 24th of December, 1790, the legislature passed an Act placing Mary Boush, wife of Capt. Goodrich Boush, on the pension list, allowing her three years' half-pay of a captain in the navy of the state for immediate relief and also allowing her annually said half-pay for seven years, reciting in the preamble that Goodrich Boush entered into the service of his country at the first establishment of a naval armament and continued in the service until his death, leaving his widow and four young children in distressed circumstances.

On October 30, 1789, Jack Knight and William Boush, two negro slaves belonging to the Commonwealth, were manumitted for faithful service on board armed vessels of the State, which were no longer continued in the public establishment.

On the 27th of March, 1794, by an Act entitled an "Act to provide a naval armament," the President was authorized by Congress to procure, by purchase or otherwise, equip and employ, to protect our commerce from the Algerines, four ships to carry 44 guns each and two ships to carry 36 guns each, and to appoint the requisite number of officers to command them. The duty of carrying out the provisions of this law was assigned to the Secretary of War, Hon. Henry Knox.

It was resolved that the ships should be built, and immediate preparations were made for procuring materials and plans for executing the work. Joshua Humphreys was appointed naval constructor, and seems to have had the general charge of all the ships that were laid down. Six captains were appointed, and one was assigned to duty as superintendent of the construction of each of the frigates.

In a report submitted to the House of Representatives by Secretary Knox, under date of December 27, 1794, after stating the character, armament, etc., of the vessels ordered, the materials to be used and how to be obtained and prepared, he goes on to say that, in order as well to distribute the advantages arising from the operation as to ascertain where the work could be executed to the greatest advantage, the building of the ships had been ordered in six different ports of the Union; one of the ports selected was Portsmouth, Virginia, where a frigate of 44 guns was laid down. The Secretary further says that the following arrangement had been adopted for the construction and equipment of the frigates, viz:

1st. All contracts for the principal materials for construction and equipment had been made, under pursuance of law, under direction of the Secretary of the Treasury.

2nd. All labor and inferior materials, not otherwise provided by the Secretary of the Treasury, were to be procured by agents, who were to be allowed a compensation of two and a half per cent. upon money expended by them.

3rd. The captains of the frigates were to superintend the construction and equipment.

4th. A master builder or constructor was appointed at each yard, and also a clerk of the yard to receive, issue and account for all public property belonging to the ships. To each of these officers had been sent his special instructions.

The Secretary concludes his report by stating that at the time the work was commenced few or no materials for construction or equipment existed in their proper shape; that everything, if not to be created, was to be modified; the wood of which the frames were to be made was standing in the forests, the iron for cannon lying in its natural bed, and the flax and hemp probably in the seed; but that vigorous measures were being made for collecting the materials and pushing on the work, and it was hoped that the ships would be afloat during the following year (1795).

The marine-yard at Gosport was lent to the government by the State of Virginia, and, as will be seen further on, it was not purchased by the United States until several years later. Capt. Richard Dale was appointed superintendent of the yard; Josiah Fox, naval con-

structor or master builder; and William Pennock, navy agent.

Timber of sufficient size for the purpose required was not to be had in the market, and the government was compelled to contract for live oak and red cedar, standing in the forests of Georgia, the government to cut the wood, and the contractors to haul it to navigable waters. A large number of ship carpenters and choppers were sent out from New England. John T. Morgan, a master ship-builder of Boston, was appointed to superintend the operations of the party; to select the timber to be cut; cause it to be shaped by molds; and to ship it north to the various yards. As the work could be done only at certain seasons, much delay was experienced, and the end of the year 1795 found not one of the frigates ready for launching.

In a report of the Secretary of War, dated December 12th of that year, it is stated that about two-thirds of the live oak frame of the frigate at Norfolk (Gosport) had been received, a part of the planking, the copper for sheathing and fastening, most of the iron work, the masts and spars, and the most of the other materials necessary were in store or being prepared. The keel had been laid and part of the frame bolted together and ready for raising.

On the establishment of peace, early in 1796, between the United States and Algiers, work was suspended upon the ship at this yard, and such of the materials collected as were thought perishable were sold, and the rest put in store, Mr. Pennock, the agent, being employed to take charge of them. In June, 1797, the materials on hand at Gosport were valued at $52,989.

The breaking out of the war with France in 1798 gave a fresh impetus to the infant navy, and considerable sums of money were appropriated by Congress for building, purchasing, or hiring vessels to be used against that republic.

By an Act of Congress, approved April 30, 1798, a separate department was created for the administration of the affairs of the navy, and Benjamin Stoddert was appointed the first Secretary of the Navy, George Cabot, of Massachusetts, having declined the appointment.

In July, orders were sent to Mr. Pennock to recommence work on the frigate at Gosport, for which the name of "Chesapeake" had been chosen. During the same month, a brig of 200 tons, which had been built near the Navy Yard, by Mr. Herbert, and which was nearly ready for launching, was purchased by the government and fitted out, under the name of "Norfolk." Capt. Thomas Williams, of Norfolk, was appointed superintendent, and afterward commander of the brig, being regularly commissioned in the navy.

Josiah Fox, who had been discharged from the yard upon the suspension of work in March, 1796, was now reappointed as naval constructor and directed to proceed with the work upon the "Chesapeake" on a plan proposed by himself, by which the size of the vessel was reduced from a 44 to a 36-gun ship. The following extract of a letter from Mr. Stoddert to the navy agent, under date of August 17, 1798, will be of interest, as showing the reasons for reducing the size of the ship, and which is referred to more particularly, as a distinguished naval historian has made a very different explanation of the matter in his efforts to correct history. Mr. Stoddert says:

"Believing that there will be occasion for this ship in the spring, doubting whether it would be possible to have her ready so early without materially altering her dimensions and, indeed, not being entirely satisfied of the policy of increasing the size and expense of our frigates so far beyond what is known in Europe without increasing their force, I have determined, although the keel has been laid, to reduce the size of the frigate at Norfolk to the largest-sized frigates in the British Navy. This, Mr. Fox assures me, can be done with very great advantage, and with a prospect of finishing the ship in half the time it would take to complete her on the former scale, and with half the expense. In pursuance of this

idea, I now enclose you the dimensions by which the frigate is to be built. The keel, already laid, must of course be cut, and some alterations must be made in the stern. This, Mr. Fox informs me, can be easily done. * * * The greatest inconvenience will be in altering the molds. This, Mr. Fox says, he can do in full time after getting to Norfolk."

Considerable activity prevailed at the yard during the remainder of the year. A brig, "Augusta," was purchased by the citizens of Virginia, and presented to the government. It was named the "Richmond," and was fitted out under the command of Capt. Samuel Barron, who had served in the Virginia Navy during the Revolution.

The vessels of Commodore Truxton's squadron frequently resorted to the yard for repairs and supplies and to pay off their crews. We also find that large quantities of bread and of some other articles of provisions were furnished during the year and the next succeeding for other stations. The yard was also made a depot for the supply of masts and spars to cruising ships, and even to vessels fitting at Baltimore and Philadelphia.

By a report submitted to Congress by the Secretary of State March 2, 1799, it appears that commissions were issued for the district of Norfolk between July 9, 1798, and January 1, 1799, to 10 private armed vessels, amounting in the aggregate 65 guns.

On July 16, 1799, Commodore Samuel Barron was ordered to duty as superintendent of the yard, Mr. Pennock, the agent, not having exercised the degree of economy which the Navy Department desired. In the following month, however, Commodore Barron was detached and ordered to the command of the "Constellation," at New York. In November of the same year we find him again ordered to hold himself in readiness to superintend the "Chesapeake," which, contrary to the expectations of the Secretary of the Navy, was not yet finished, but which was finally launched in the following month, to begin her ill-fated career.

The importance of the Gosport yard, particularly as an equiping, recruiting and victualing station, had now become so well established that the Secretary of the Navy resolved to make it one of the permanent navy yards of the country. To this end he addressed the following letter to the Governor of Virginia, with a view to the purchase of the ground:

NAVY DEPARTMENT, January 20, 1800.

Sir: The United States have heretofore occupied for navy purposes a piece of ground at Gosport belonging to the Commonwealth of Virginia. It is supposed to contain about ten acres.* The ground is considered to be very well situated for a permanent navy yard; and if it should be so appropriated, it will be desirable to commence immediately some buildings for the accommodation of workmen and the security of timber.

Permit me, therefore, by order of the President, to solicit the favor of Your Excellency to communicate to the Legislature of Virginia the desire of the Government of the United States to obtain this property, either by purchase or in such other way as the Legislature shall deem proper.

I have the honor to be, with great respect, Your Excellency's obedient servant,

BENJAMIN STODDERT.

His Excellency JAMES MONROE, Esq.
Governor of Virginia.

The request of the Secretary was promptly complied with and on the 25th of the same month the legislature passed an Act, of which the following is a transcript:

Chap. 64. An Act authorizing the Governor of this Commonwealth to convey to the United States, upon certain conditions, the property of this Commonwealth called Gosport.

Whereas it has been represented to the present General Assembly that the Government of the United States are desirous that certain lands the property of this Commonwealth, commonly called and known by the name of Gosport, should be vested in the United States, for the purpose of establishing a navy yard upon the same:

I. *Be it enacted by the General Assembly,* That it shall and may be lawful for the Governor of this Commonwealth, and he is authorized to appoint some fit and proper person to meet such persons as shall be appointed on the part of the United States, to ascertain and fix the value of the property belonging to this Commonwealth, situate near the town of Portsmouth, in the County of Norfolk, and commonly called and known by the name of Gosport. So soon as the value of the property shall be ascertained, and the Governor shall be satisfied the Government of the

*The yard really contained about 16 acres.

United States are willing to pay the amount thereof to this Commonwealth, then, and in that case, it shall be lawful for the Governor of this Commonwealth, and he is hereby authorized, for and in behalf of this Commonwealth, by proper deed in writing, under his hand and the seal of the Commonwealth, to convey, transfer, assign and make over to the United States, all interest in and title to, as well as all the jurisdiction which this Commonwealth possesses over, the public lands commonly called and known by the name of Gosport, before mentioned, for the purpose of establishing a navy yard: *Provided,* That nothing herein contained shall be so construed as to prevent the officers of this State from executing any process whatever within the jurisdiction hereby directed to be ceded.

II. *And be it further enacted,* That in case the Government of the United States shall at any time hereafter abandon the design of establishing a navy yard at the place hereby ceded to the United States, or, after the establishment thereof, shall discontinue the same, then, and in that case, the property in the soil and the jurisdiction over the territory directed to be vested in the United States shall revert to this Coommonwealth, and shall be considered as the property and subject to the jurisdiction of the same, in like manner as if this Act had never been made: *Provided,* That in such case this Commonwealth will repay the Government of the United States the sum or sums paid by the United States in consideration of the cession hereby directed to be made.

This Act shall commence and be in force from and after the passing thereof.

In accordance with the requirements of the above quoted law, Thomas Newton, Jr., Esq., was appointed on behalf of the State of Virginia, and by an order dated 7th of April, 1800, William Pennock was appointed to act on the part of the United States to ascertain, with Mr. Newton, the value of the lands required. In a letter bearing the same date, the Secretary of the Navy enjoined the greatest economy on the part of Mr. Pennock, informed him that the only funds available out of which the property could be paid for were those appropriated for the building of the "74-gun ships." * He also intimated to Mr. Newton that the less the amount paid for the property, the more there would be available for improvements and suggested $100 per acre as a fair valuation.

In a report to the President, dater April 25, 1800, Mr. Stoddert in recommending the establishment of permanent navy yards, to be the property of the United States, remarks that a large part of the expense of building the frigates arose from handling the timber, owing to the confined space in which it was piled —enough, he thinks, to have purchased ground and have improved it. He states that the ground at Gosport had recently been ceded to the United States on condition of the payment of its value, which he hopes will not exceed $2,000.

To the surprise of the Secretary the value assigned to the land was $12,000, or $750 per acre. In a letter addressed to Mr. Pennock on the 7th of August, Mr. Stoddert expresses the opinion that the ground should have been given to the government without charge, but that it must be taken at the valuation named, though he considered it exorbitant. He also directs Mr. Pennock to have prepared plans for improving the timber-dock, a creek making up into the yard, and which was then used as such.

On January 24, 1801, $12,000 were remitted to John Hopkins, of Richmond, Virginia, to be paid to the State, as the purchase money of the Gosport lands, and under date of the 15th of June, 1801, a deed was executed by Governor Monroe, by which the title and jurisdiction of the property were conveyed to the United States.

In a report submitted to the House of Representatives April 27, 1802, by Mr. Mitchell, from the Committee on Naval Affairs, that gentleman stated that $12,000 had been expended for purchase and $4,000 for improvements at Gosport without authority of law. Under date of March 10, 1802, Mr. Mitchell, from the same committee, reported that, in the opinion of the committee, Gosport and Charlestown, Massachusetts, from the improvements already made, and from other circumstances, were the most eligible places for receiving and repairing the ships in actual service; and that, should any additional improvements be necessary at those places, they ought to be made.

*See Act of Congress approved February 25, 1799, for "The augmentation of the Navy," and which, among other provisions, authorized the construction of six ships, to be armed with not less than 74 guns each.

He also recommended the appointment of suitable persons to make plans for improving those yards and the appropriation of $50,000 to carry the plans into effect.

The $4,000 above referred to as having been expended in improvements at Gosport had been used to build a spar-shed, timber-shed, a bridge across a creek which separated the yard from the rest of Gosport at that time (outside of where the present wall stands), and probably in part for wooden wharves along the water-front, and a fence around the property.

We find mention of vessels laying up, repairing and fitting out at this yard in 1800, 1801 and 1802. In 1801 a squadron under Commodore Dale fitted out. On the 27th of July, 1801, orders were sent to *heave down* the "Chesapeake" for repairs.

In October, 1801, a marine guard was sent to the Gosport yard, and the navy agent was directed to furnish its members with quarters. It is probable that the wooden barrack-building which stood on about the same site that the brick barracks were afterward built upon was erected for the purpose.

In April, 1802, Mr. Pennock recommended the building of a storehouse for provisions, etc., within the yard. Up to that time, private warehouses had been hired for the use of the navy stores.

On April 26, 1802, Mr. Pennock was removed and Daniel Bedinger was appointed navy agent and superintendent of the Navy Yard.

In May, 1802, a circular order was addressed by the Department to navy agents informing them that specific appropriations had been made for the expenses of the navy, and that, among other items, $190,575 had been appropriated for the purchase and transportation of timber and other materials, including ordnance for the 74-gun ships and $50,000 for improvements of navy yards.

In April, 1803, $10,000 were sent to Mr. Bedinger to build a warehouse and a timber-shed at Gosport. We find by the correspondence of a little later date that, instead of expending the money for the purpose authorized, Mr. Bedinger built with it, first, a brick wall, beginning a short distance from the waterside, running along the north front of the yard and down the west side of the creek which formed the southern boundary, and part of which forms the present timber-basin, secondly, a brick dwelling house for himself within the yard and which was afterward for many years used as the commandant's house, and with what money was left, a very indifferent shed for timber, and a warehouse, which afterward had to be taken down to prevent its falling.

On August 6, 1804, an order was sent to Mr. Bedinger detaching the marine guard from the Navy Yard and ordering it to Washington.

In May, 1805, Bedinger was ordered to repair the wharves, which had been represented by a citizen as being much out of order. We find, under date of February 6, 1806, a report from Thomas Turner, accountant of the navy, in which that gentleman states that $42,748.78 had been expended in improvements and repairs at this yard, and yet, except, the wall, scracely anything of permanent value seems to have been done. The wharves were, and continued to be for many years later, of wood, and of course, in waters infested with the *Teredo navalis,* were constantly requiring extensive repairs, and even complete renewal. During the summer of 1806 we find several gunboats and ketches fitting out and laying up, under the direction of Lieut. Arthur Sinclair.

On the 28th of November, 1806, Capt. Stephen Decatur was ordered to superintend the building of four gunboats at Norfolk. He seems to have supeceded Lieut. Sinclair in his duties also, although that officer continued on duty under him. In July, 1807, Mr. Bedinger was ordered to contract for materials for 10 additional gunboats and, a little later, to contract for building the same. Captain Decatur was ordered to superintend the construction. We now find Captain Decatur addressed by the Department as "Commanding naval forces at Norfolk," and he appears to have

continued this command until November, 1811; part of the time his force consisting of the frigate "United States," which he himself commanded, and of such gunboats and other vessels as were from time to time put into commission. He appears, however, to have had no immediate charge of the Navy Yard, which continued under the control of the navy agent.

In November, 1807, a marine guard was again ordered to the yard. On February 10, 1808, Bedinger's appointment was revoked and Theodore Armistead appointed in his place as navy agent and superintendent of the Navy Yard. We now find complaints lodged against Bedinger for having used the public wharves and property in repairing his own vessels, though whether these charges were substantiated does not appear.

The agents up to this time seem not to have been required to give bonds, and in fact to have been held very little responsible for their acts, the Department having no military control over them.

In March, 1808, Mr. Armistead was authorized to contract for 50 tons of native hemp and to have made it into cordage for the navy. The work was done by private manufacturers, however, and not at the yard. In April of the same year authority was sent to Mr. Armistead to build a new timber-shed and a warehouse.

In May, 1809, an order was sent to build a powder magazine in the yard. This stood near the creek (afterward the timber-basin).

In June, 1810, on account of the uncertain relations with Great Britain, a small cruising squadron was ordered to Norfolk under the command of Commodore Decatur.

On July 7th of the same year the Department having become tired of the practice of operating the Navy Yard under irresponsible civil administration, ordered Commodore Samuel Barron as commandant of the yard, the gunboats, the officers and men. The navy agent was, however, still continued as purchasing and disbursing agent and as such in charge of "all stores other than military." The following letter, addressed to Commodore Barron by the Secretary of the Navy, is of some interest as being the first instructions to the commandant:

NAVY DEPARTMENT, September 29, 1810.

Sir: In defining your duties and your authority in the yard at Gosport, it will be sufficient for me to state that all the military stores of every description will be under your care; that the direction of all improvements in the yard, and of all reparations to our vessels at the yard are committed to you; and that within the yard you are to have the entire undivided command.

The navy agent, as heretofore, will have the charge of all stores other than military, and he must have a warehouse at the yard for their safe-keeping, with perfect liberty of ingress and egress.

PAUL HAMILTON.

The house which has been mentioned as having been built by Mr. Bedinger was assigned to Commodore Barron as a residence. It was at the time occupied by the storekeeper or clerk of the yard, an eccentric person of the name of Thomas Dulton, an ex-shipmaster. Although the navy agent was nominally superintendent of the yard, Captain Dulton had been in immediate charge of it for some years, performing all sorts of offices therein, ringing the bell, and mustering the workmen himself. Many singular anecdotes of him are preserved among the traditions of the yard. His will was admitted to probate on the 18th of June, 1823. It was an odd paper. He directed a heart-pine coffin tarred on the outside and no other ornament. He recommended and commanded as far as he could that no branch of his family go into or wear mourning as "I am an enemy of hypocrisy."

Commodore Barron had scarcely entered upon his command when on the 29th of October, 1810, he was overtaken by death. Lieut. Robert Henley, under date of November 10th, was ordered to assume temporary command of the yard until a relief should be ordered.

In May, 1811, Capt. Samuel Evans was ordered as commandant and from that time we find lieutenants, masters, medical officers, boatswains and gunners attached to the yard and to the vessels in ordinary.

Captain Evans continued in command un-

til August 10, 1812, when Capt. John Cassin was ordered to relieve him. Captain Cassin had, as lieutenant and master commandant, been for several years attached to the Navy Yard at Washington, part of the time as superintendent and part of the time second in command. The Department seems to have regarded him as a valuable dockyard officer, and the pay and allowances of a captain commanding a separate squadron were given him in his new position, although he was almost the junior captain on the list when ordered to the command.

On the laying of the embargo in April, 1812, we find Commodore Decatur's squadron again at Norfolk, and he was ordered by the Department with the vessels under his command and with the gunboats ordered to be fitted out at the Navy Yard, to prevent vessels sailing from the Chesapeake without regular clearances. A few days later we find him ordered to leave the enforcement of the embargo to the gunboats, under the direction of Captain Evans, and to cruise to the eastward with his squadron.

On the 21st of May, 1812, Commodore Decatur's squadron was ordered to New York in anticipation of war with Great Britain, which, on the 18th of June, was formally declared.

The only force at Norfolk at this time consisted of 21 gunboats, the greater part of which were fitted out and used for harbor defense. On the 14th of July, an order was sent to Captain Evans, limiting the complement of men of each gunboat to eight exclusive of officers, or just enough to exercise the guns and informing him that in case of emergency he must rely upon volunteers to bring the crews up to an efficient number. This order greatly impaired the usefulness of the gunboats a little later, as it was found impossible to procure volunteers to serve in them.

In August, as above stated, Captain Evans was relieved by Captain Cassin. Very little of interest occurred during the remainder of the year. In October a blacksmith's shop was erected. By the letters of Captain Cassin we find that considerable quantities of timber, lumber and other stores and of munitions of war, were furnished from time to time from the Navy Yard to the army in the vicinity, particularly to the engineer officers who were erecting fortifications. During the summer Captain Cassin's little force was increased by an armed yacht under Lieut. E. P. Kennedy.

Early in February, 1813, Capt. Charles Stewart, in the "Constellation," which was fitted out at Washington, in attempting to get to sea, was met by a large force of British ships, which were seen entering the Chesapeake as he came abreast the Horse Shoe. It being calm when he discovered the enemy Captain Stewart kedged the "Constellation" from the Horse Shoe to a position in the Elizabeth River, just opposite Fort Norfolk, now the navy magazine.

Captain Stewart now became commanding officer of the station in general by virtue of his seniority, though Captain Cassin continued to command the gunboat flotilla, and made his reports directly to the Department. The most untiring vigilance, activity and skill were now required to defend the frigate and flotilla from capture, and at the same time to annoy the enemy as much as possible. Both objects were successfully accomplished.

The inconvenience of having the gunboats so poorly manned was severely felt; every effort was made to procure volunteers for them but without effect, even though very considerable bounties were offered for one month's service. It was soon found necessary to put out of commission all but 10; the crews of those laid up being drafted into those that were kept in commission, though even this left them very short-handed. In March four block-ships were sunk off Lambert's Point to obstruct the channel and to prevent the ships of the enemy from passing up the Elizabeth, as they were hourly expected to do. Several attempts were made by the enemy to cut out the "Constellation" with boats but were thwarted by the vigilance of Captain Stewart and his officers and crew.

In the spring of 1813 Captain Stewart was detached from the "Constellation" and the command was given to Captain Tarbell, which made Captain Cassin the senior officer on the station.

Norfolk continued to be blockaded until the close of the war.

On the 30th of November, 1813, Mr. Jones, the Secretary of the Navy, in answer to a resolution of the House of Representatives calling for information on the subject of navy yards, submitted among other papers the following letter of Captain Cassin giving a description of the yard at the date of the report:

NAVY YARD, Gosport, May 25, 1813.

SIR: I have the honor to enclose you a statement of the accommodations provided in this yard, with the number of officers and men attached. * * * The commander's dwelling of brick, two stories high, made comfortable quarters; marine-barracks, miserable huts of wood, wanting much repair; the officers' quarters are low two-story frame buildings, the whole 150 feet from the west wall, which is only 5½ feet high; the northwest is bounded by warehouses and timber-sheds, having to extend a fence on the east end to low-water mark.

The marine hospital stands in the center of the yard, two stories high, was formerly occupied as boatswain's and gunner's storerooms, built of wood, the center of which is occupied as a hospital, the garret as rigging-loft, and lower part gunner's store, storekeeper's office, purser's issuing-room and office.

The blacksmith's shop, begun of brick, 165 feet by 50, including anchor and plumber's shops, not completed, the old shops being dangerous to heat a large fire.

One large timber-shed, 300 feet long, with brick pillars, and 50 feet wide.

One small shed for the armorer and plumber; two sheds appropriated, one for the joiners, the other for mast-makers. JOHN CASSIN.

In April, 1815, an order was sent to Captain Cassin by the Secretary of the Navy to raise the hulks which had been sunk in the channel during the war and which constituted a serious obstruction to the narrow channel.

In the summer of 1817 the keel of a line-of-battle ship was laid. The timber for this ship had been in store for years, having been collected under the provisions of the Act of Congress of February 25, 1799, and subsequent amendments. The name afterward chosen by lottery for this ship was "Delaware." We find authority given during the same summer to build a saw-shed and a steam-stove.

In January, 1818, authority was sent to Captain Cassin to remove or pull down the old hospital, which was situated in the yard. A small frame building, located near the present drydock was afterward used for some years as a hospital.

In June, 1818, the ship "Alert" was assigned as receiving-ship at Norfolk, Commander Jesse Wilkinson being ordered to command her.

In September, 1818, Capt. Arthur Sinclair was ordered to the Navy Yard to superintend the construction of the "Delaware," under Captain Cassin. Captain Sinclair was soon after addressed as commanding naval officer afloat at Norfolk, and held a command separate from the yard for several years later. The receiving ship was a part of his command, and all recruiting was done under his direction. We find about this period, and for some years after, considerable quantities of timber, plank, knees, masts and mast-pieces, and also of cordage furnished from Gosport to the navy yards in other parts of the country.

In the latter part of 1818, the old wooden buildings used as marine barracks were pulled down and a brick building put up in their place. The line-of-battle ship "New York" was also commenced in this year.

In October, 1820, the "Delaware" was launched and housed over, not being required for service immediately.

In June, 1821, Captain Cassin was relieved by Capt. Lewis Warrington. During the summer of that year Captain Warrington was directed to fill-in the old timber-basin. This was a shallow basin, originally formed by a creek or cove, and included the spot where ship-house "B" was afterward built; its banks were protected by wharf-logs, with a wharf across the entrance, provided with slips for

boats to enter. A ship-house was authorized to be built over the "New York;" this was afterward lettered "A." A pair of masting-sheers was also authorized.

In August, 1821, a school for midshipmen was established under the charge of Chaplain David P. Adams, on board the "Guerriere" frigate, then in ordinary at Norfolk.

Improvements to the Navy Yard buildings, repairs to the wharves, filling in and leveling the grounds were carried on from year to year under the current appropriations. In November, 1823, the Secretary of the Navy reported to Congress the following as the improvements at Gosport up to that date, the most of which have been previously noticed in these pages, viz.: A brick wall around the yard; a comfortable dwelling for the commandant; a large and convenient smiths' shop of brick; two large brick warehouses; a few frame buildings used as joiners' shop, coopers' shops, etc.; very convenient houses and quarters for the marines; a building slip; a substantial ship-house; and a pair of masting-sheers.

In December, 1824, Captain Warrington was relieved from the command of the yard by Master-Commandant James Renshaw.

The title of master-commandant was changed to that of commander; and sailing-master, to master, by Act of Congress approved March 3, 1837.

On July 31, 1822, United States ship "North Carolina," 74 guns, Capt. C. W. Morgan, sailed directly from Hampton Roads along the wharves to the Navy Yard under full sail. On January 1, 1838, the same thing was done by the United States 120-gun ship "Pennsylvania." Her commanding officer was Samuel Barron.

On the 25th of May, 1824, the Senate of the United States passed a resolution calling upon the Secretary of the Navy for information upon the following points:

1st. The expediency, usefulness, economy and necessity of a dry dock of sufficient capacity for receiving, examining and repairing ships of the line.

2nd. The best location for a dry dock.

3rd. The probable expense of the construction of one of the size mentioned, in a solid and durable manner, with the needful appendages for an advantageous use of it.

Hon. Mr. Southard, then Secretary of the Navy, in his answer to the resolution, under date of January 3, 1825, urged in very strong terms the necessity not only of one, but of at least two dry docks for the navy, at its then present size. He called attention to the fact that not one existed in the country, although the arguments to prove the propriety of building one or more had several times been offered since the organization of the Navy Department in 1798; that twice appropriations had been made by Congress for the construction of docks (on the 25th of February, 1799, and on the 3rd of March, 1813), but the amounts appropriated were so small as to be entirely inadequate to the purpose. He stated that the only method of examining and repairing the hulls of heavy ships below the water-line, then available, was that of *heaving down*, an exceedingly slow, expensive, laborious and dangerous operation, and very unsatisfactory in its results; while, with a dry dock, work might be performed in a few hours, and at trifling expense, which would take weeks by the process then in use.

In regard to the location he quoted the opinion of the navy commissioners that there should be one in the eastern part of the Union and one in the waters of the Chesapeake. For the site of the first of these he proposed Charlestown, Massachusetts, and for the second, Gosport. The following paragraphs are copied from the Secretary's letter:

"At Gosport there is also a valuable yard, with improvements; but there is not within its limits so good a position for a dock as upon the adjoining land, which may be bought for a small sum, and add much to the convenience and utility of the establishment already there.

"The Chesapeake and its waters form a first object in every plan relating to the national defense, and somewhere upon them must be

placed an important portion of our naval means. Whether our principal depot ought to be there the resolution does not direct us to inquire. But let that question be decided as it may, Gosport must be retained as a repairing and refitting station, to which resort can be had in cases of need. Lying behind the strong defenses of Old Point Comfort and the Rip Raps, it can never be unimportant as a naval position. It has a numerous surrounding population, deep waters' susceptibility of defense, accessibility at all times, freedom from frost, great facilities in obtaining supplies of materials and stands at once in the most important and connecting points in that great line of internal intercourse and navigation to which the public attention has at all times been so strongly directed."

The estimated cost of construction of two docks, based mainly upon an estimate for one at Boston by Col. Loammi Baldwin, then one of the first civil engineers of the country,* was $700,000.

No immediate action was taken by Congress upon the report of the Secretary of the Navy, but Mr. Southard, on the 21st of March, 1825, directed the navy agent at Norfolk to ascertain the prices at which the land adjoining the yard to the southward and extending in that direction to the river, could be purchased. Under the date of April 14th Mr. King, the naval agent, reported that the aggregate cost of the several parcels of land would be $44,500.

Mr. Southard regarded this sum as altogether too great and directed Mr. King to proceed no further in his negotiations.

On the 25th of May, 1825, Commodore James Barron relieved Captain Renshaw as commandant of the yard.

On the 28th of November Commodore Barron, in answer to a complaint of the Secretary of the Navy that too long a time was required to repair and fit out ships, informed the Secretary that the delays were immediately owing to want of proper workshops, storehouses and a dock, and proposed a plan for the improvement of the yard, which involved the purchase of more land (the yard being altogether too confined for the purpose for which it was required), the erection of suitable buildings and shops, and of a floating dry dock. He furnished a plan and estimates for the last. He especially urged the inexpediency of erecting wooden wharves and docks in waters infested with the *Teredo navalis,* which destroyed the structures at the water's edge and left the substructure to form actual obstructions in the channel.

The question of purchasing additional ground seems thus to have been reopened, and under date of February 26, 1826, Mr. King, the navy agent, suggests to the Navy Department the plan of applying to the County Court to appoint a jury to appraise the lands required by the government. This suggestion was approved by the Secretary, but seems to have been a very slow process.

On the 22nd of May, 1826, a resolution of Congress of the following purport was approved, viz.:

The President to cause an examination and accurate survey to be made by skillful engineers of a site for a dry dock at the navy yards at Portsmouth, New Hampshire, Charlestown, Massachusetts, Brooklyn, New York, and Gosport, Virginia, respectively; and that such engineers be required to state the dimensions necessary for such docks, the advantages of each of the above-named establishments and the objections that apply to either, with a detailed estimate of the expense of a suitable site, and of constructing a dock at each of said places; and the President be requested to communicate the same to Congress in the first week of the next session.

On the 26th of July Colonel Baldwin (the civil engineer before mentioned) was appointed by the Department to make the required surveys. The first spot selected at Gosport as the

*Colonel Baldwin was one of a family of engineers, all more or less distinguished in their profession. He had visited many of the dry docks of Europe, and was particularly qualified for the work which he afterward performed of building the docks at Gosport and Charlestown.

site of the dock was at the northern side of the entrance of the creek, now forming a timber-dock; this site was chosen as being the best in the yard as it then existed.

During the same year (1826) the frigate "St. Lawrence" was laid down and a ship-house built, afterward lettered "B."

On the 3rd of March, 1827, Congress passed an Act entitled "An Act for the gradual improvement of the Navy of the United States," by which there was appropriated the sum of $500,000 per annum for six years, to be applied to the purposes specified in the Act.

By section 4 of the Act the President was authorized to cause to be constructed two dry docks on the most approved plan for the use of the United States Navy; one of the said docks to be erected at some point to the south and the other to the north of the Potomac River.

By section 6 the President was authorized to cause the navy yards of the United States to be thoroughly examined and plans to be prepared for the improvement of the same and the preservation of the public property therein; from which plans, after they should be sanctioned by the President, no deviation should be made but by his special order.

On the 29th of March, 1827, Mr. King, the navy agent, reported that the lands from Jefferson street, along the line of Third street to the county road, and thence down to the water, could be purchased for $7,825. He was authorized to make the purchase, and also of such other lands adjoining the yard on the south as should be deemed necessary, and was directed to consult with Commodores Bainbridge, Morris and Chauncey, who then constituted the Board of Navy Commissioners charged, under authority of the Act above alluded to, with the examination of the yards and the formation of plans for their improvement.

The lands finally purchased included all the ground south of Lincoln street and east of Third street to the creek, and several parcels of land lying to the southward of the creek, and now included within the walls of the yard, being town lots Nos. 120 to 151, both inclusive, and the parcels of land marked from 1 to 7.

The following is a list of the purchases made, the date of the conveyances, the prices paid, respectively, and the names of the vendors:

LOTS	DATE	COST	NAMES OF VENDORS
Nos. 120,121,124, 125.....	June 9, 1826	$1,000	Mordecai Cooke et ux.
Nos. 122, 123....	Nov. 23, 1826	1,200	Enoch Choate et ux.
Nos. 127, 127....	Mar. 26, 1829	446	Mary A. Fowler.
Nos. 128, to 135 inclusive.	Nov. 17, 1827	1,700	Arthur Emmerson et ux.
Nos. 136, 137....	June 30, 1826	450	John Andrews, Catherine Wilkinson and others.
Nos. 138, 139....	Mar. 24, 1827	400	Ann Drewry and Mary Kidd.
Nos. 140, 141....	June 8, 1827	450	William B. Lamb et ux.
Nos. 142, 143....	Nov. 29, 1826	750	Thomas Edwards et ux.
Nos. 144, 145....	June 2, 1827	3,400	Martha Herbert.
Nos. 146, 147....	May 4, 1827	475	Thomas Edwards et ux.
Nos. 148, 149....	Mar. 19, 1829	300	John Collins, et ux.
Nos. 150, 151....	April 13, 1827	250	John Wilson et ux.
No. 1.....	June 2, 1827	2,500	Thomas Edwards et ux.
No. 2.....	May 8, 1827	5,500	Ann Galt.
No. 3.....	May 28, 1827	1,000	Sophia Bradford.
No. 4.....	May 28, 1827	2,000	William Bingley et ux.
No. 5.....	May 28, 1827	800	Arthur Emmerson et ux.
No. 6.....	Mar. 31, 1826	501	Margaret Livingston.
No. 7.....	April 8, 1828	500	Sophia Bradford.

In taking possession of the newly acquired property the government also took possession of as much of Second, Nelson, Jefferson and Fayette streets as were included in it though, as will be shown further on, these were not purchased until some years later. It may be here said that the streets above mentioned were never actually made or used as such. A county road ran along the south side of the creek to the river, where a bridge crossed from a point near the southern end of the present mast-house and house-joiners' shops.

The Board of Navy Commissioners, of which Commodore Bainbridge was president, during the winter of 1827-28 made an elaborate plan for the improvement of the yard, based on a thorough survey of the yard and the adjacent waters by Colonel Baldwin. The position before chosen for a dry dock was abandoned and sites for three docks were selected on the addition to the southward of the creek. The report of the commissioners was dated April 1, 1828, and was approved by the President, John Quincy Adams, on the 24th of the following November.

CONSTRUCTION OF THE STONE DRY DOCK.

The work upon the dry dock was commenced in November, 1827. Colonel Baldwin was appointed engineer in charge of the construction of this as well as of that authorized at Boston; and Capt. W. P. S. Sanger was appointed resident engineer at Gosport. Captain Sanger continued the immediate charge of the work under Colonel Baldwin until its completion.

The northernmost of the three sites selected for docks was chosen for the one about to be built. The site as laid down projected about 130 feet outside of the shore-line or into about 10 feet of water. The average surface of the ground inside the shore-line was 6 feet above high-water mark.

A strong, water-tight coffer-dam was built as a preliminary step to beginning the excavation; this consisted of two rows of piles 12½ feet apart, directly in front of the dock, and 8 feet apart at the sides. Each row consisted first of ribbon-piles, 14 inches square and 45 feet long, driven eight feet apart, to which were bolted ribbons of 12 by 14-inch yellow-pine timber, one at the head of the piles, one 6½ feet and one 10½ feet lower; inside of the ribbons, *i. e.*, toward the interior of the dam, were driven sheet-piles 13 inches square, and tongued and grooved. The rows were then secured to each other by tie-beams laid across, and secured to the heads of the ribbon piles; and by 2-inch iron bolts through the lower ribbons, one between each two of the ribbon-piles. The intervening space between the rows was then filled with clay from the excavation. The dam was found to be perfectly tight and secure and never gave any trouble while in use.

Joining on to the coffer-dam, on either side, was constructed a cob-wharf; that to the southward extended only some forty yards when it turned in to the shore; but that to the northward extending along the proposed line of the quay-wall to the entrance of the proposed timber-dock, where it joined a cribwork built along the line designated for the south wall of the latter.

The excavation for the dock was now pushed steadily forward, and the earth removed was used to fill in from the shore-line to the cob-wharf above mentioned, and to level other portions of the yard. The soil for a depth of from five to 12 feet was a yellow sand; next a stratum of fine compact blue clay, with here and there upon its upper surface irregular strata of blue sand, and of shells mixed with clay. The blue clay extended at the entrance of the dock about 30 feet below the bottom of the pit, and at the head diminished to 15 feet, where a bed of gravel was reached, so hard that an augur would not penetrate it. The pit was, when the excavation was finished, 40 feet deep, 340 feet long and 100 feet wide at the bottom, the sides sloping so as to make it about 60 feet wider and as much longer at the top. A chalybeate spring was met in the excavation, the flow of which was so strong as to force the water through the pores of the piles which were driven. An auger-hole being bored in the head of a pile the water would flow out of it freely. The summit of this spring was some six feet below the level of the low-water mark.

The pit having been prepared, foundation or bearing-piles were driven in rows three feet apart from center to center, but somewhat closer along the central line of the pit. These piles were about 30 feet long at the entrance and gradually diminished in length to 15 feet at the head, being driven down to the stratum of gravel above referred to, into which it was impossible to make them enter more than a few inches. A row of sheet-piles was next driven across the head and along either side of the pit, a row across the front entrance, one under where the grooves for the floating-gate were to be, one under the turning-posts of the gates, and one under the gallery. These rows of sheet-piles act both as stop-waters and as additional supports to the foundation.

The heads of the bearing-piles were cut off level and upon them were placed transversely with the axis of the dock yellow-pine beams

12 inches thick either wav and secured to the piles by treenails. The spaces between the beams and to the level of their uppermost surfaces were then filled with broken stone, after which a close floor of 4-inch yellow-pine plank was laid, and upon this and directly over the lower was placed a second course of timber 12 inches thick by 16, laid edgewise; the intermediate spaces between these were filled with brick laid in cement; after this another floor similar to the first was put down.

All the dimension stone of this dock is of granite from different Massachusetts quarries, and nearly all of it dressed in the quarries from the plans, and so well was this work done that it is estimated that not $100 was spent in altering stone. The rubble-backing to the sidewalls was obtained principally from the quarries at Port Deposit, Maryland. A small portion, however, came from the Falls of the James River, near Richmond.

The chamber of the dock, or the portion ordinarily used for docking ships, is 253 feet long and 85½ feet wide at the coping. The extreme length of the dock, which can be made available by placing the floating-gate outside the entrance and not using the turning-gates. is 320 feet. The United States ship "Severn," measuring 324 feet over all, was docked by blocking her up to raise her above the miter-sills. The floor of the chamber is 227 feet long and 30 feet wide. The increase in the width of the chamber from the floor to the coping is produced by offsets in the side-walls, forming the altars. The side-walls are 35 feet thick at the bottom and but 7 at the coping. The floor is laid in two courses of cut granite in the form of an inverted arch, to resist the upward pressure of the water; the lower course is tapering in form, one foot thick at the entrance of the chamber and two feet three inches at the head, thus giving rise of one foot three inches; the second course is of uniform thickness, *i. e.*, three feet.

The lowest two altars have a rise of 15 inches each, the floor rising to the level of the lowest altar at the head of the chamber; the next three have a rise of one foot each. These five altars are laid so as to form a continuation of the inverted arch; the next three rise three feet each; the next three, 4 feet 4½ inches each; when a further rise of 4 feet 4½ inches brings us to the coping. The width of the altars from the lowest up are as follows: The first, three feet; the next three, two feet each; the next, four feet; the next two, 2½ feet each; the next, four feet; and the upper three, two feet each. The head of the chamber is semi-circular. There are five timber-slips in the head of the dock, with landings upon the broad altars. There are six flights of stone stairs in the chamber for the use of workmen, three on each side, viz.: One at the head; one at the center; and one at the entrance. At the entrance of the chamber is the gallery, which is the lowest part of the floor and from which the water passes through gates into the discharging culverts. Next, outside the gallery, is the great inverted arch; the miter-sills, against which the turning gates rest when closed, abut against this arch. Vertical recesses in the side-walls receive the turning-gates when open. Outside of these recesses, at the entrance of the dock is another inverted arch, a groove in which, and continued up the side-walls, receives the floating-gate. The float-gate may, however, as has been mentioned above, be placed against shoulders in the face of the entrance, thus increasing the capacity of the dock.

On either side of the dock a culvert four feet high and 2½ feet wide in the opening, and provided with a bronze gate, leads from the gallery to the reservoir across the head of the dock; the culverts are built of hard brick laid in cement, with straight side-walls and semi-circular tops and bottoms; the thickness of the walls is 14 inches.

The reservoir is 12 feet high and seven feet wide, built with straight side-walls of cut granite, a semi-circular top of brick 14 inches thick, and a brick inverted arch at the bottom of the same thickness.



A View of the Opening of the Stone Dry Dock of the U. S. Navy Yard at Gosport, June 17, 1833, for the Reception of the U. S. ship "Delaware," the first line-of-battle ship built at Gosport (Norfolk), and the first National ship ever docked in a dry dock belonging to the United States.

Reproduced from an Old Print



The U. S. ship "Delaware," 74, in the Stone Dry Dock of the U. S. Navy Yard at Gosport. The keel of this line-of-battle ship was laid in the summer of 1817, and she was launched in 1820. Her name was chosen by lottery.

Reproduced from an Old Print

From the south end of the reservoir (where a well is situated, reaching to the surface), a tunnel with cross-section elliptical in form, four feet high and two feet nine inches wide in the opening and about 190 feet long, leads to the pump-well. From the pump-well a discharge culvert about 150 feet long leads into the creek at the southwest corner of the yard; it is about four feet square at the mouth, and supplied with a composition gate.

Water is admitted to the dock through filling culverts, one on either side, 14 feet nine inches below the coping, and leading inside of the turning-gates; these culverts are also supplied with bronze gates.

There are two pump-wells 15 feet nine inches in diameter each, and connected together; they are built of brick; the bottoms are inverted arches two feet thick; the side-walls are 2½ feet thick, with four projecting courses of cut stone at proper intervals to support the pump-frames. On the tops of the walls are stone copings one foot deep and 18 inches wide.

There are four lift-pumps in each well, each 30 inches in diameter and of three feet stroke, made of cast iron, lined with composition staves and supplied with composition boxes and vales. The pumps are driven by pinion wheels fitted on either end of the engine shaft, working in cog-wheels on the shafts of the pumps.

The engine-house was a two-story brick building, 200 feet long by 50 feet wide; but 50 feet of the lower story was used for the lifting engines; the rest of the building was at first occupied as a sawmill and as a machine-shop. The whole is now used as a machine-shop.

The turning-gates are constructed of timber and composition, and covered with copper. Each gate is 36 feet wide and 30 feet 8 inches in height. The turning-posts are fitted with composition saucers in the lower ends, which rest upon composition pintles fixed in the masonry; the tops of the posts are secured in place by straps keyed to anchors laid in the coping. Each gate is supplied with two composition rollers, and cast-iron tracks are laid upon the floor for these to travel upon.

The floating-gate, or caisson, is built of white-oak timber and yellow-pine plank, copper-fastened. It is 60 feet long, 30 feet high and 16 feet wide amidships. The stems and keel are each two feet thick, and project 14 inches into the grooves in the walls and arches. There is a fore-and-aft bulkhead from stem to stern and from deck to keelson, composed of solid timber, and two feet thick. Three courses of tie-beams from this bulkhead to the sides resist the pressure of the water. Four copper ship's pumps on each side and worked by brakes on deck are used for pumping out the water when it is desired to lift the gate out of the grooves.

On the 17th of June, 1833, the anniversary of the battle of Bunker Hill, the dock was opened for the reception of the line-of-battle ship "Delaware," the first liner built at Gosport, and the first national ship ever docked in a dry dock belonging to the United States.

Large numbers of ladies and gentlemen were present to witness the opening ceremonies, which were made as imposing as possible, the occasion being one of great rejoicing as well to the citizens of Norfolk and Portsmouth as to the whole navy.

The figurehead of the "Delaware" represented Tamarind, a chief of the Delaware tribe of Indians. It was saved when the "Delaware" was destroyed in 1861 and is now in the Naval Museum at Annapolis. It is referred to as a masterpiece of wood-carving. This figurehead was carved by William Luke, who had obtained great reputation as a sculptor in wood. His establishment was located at the southeast corner of Court and London streets, Portsmouth, and it is said that he executed all the carving at that place for the United States Navy. He died February 2, 1829.

The line-of-battle ship "North Carolina" was soon afterward admitted to the dock.

The dry dock was turned over to the commandant of the Navy Yard complete on the 15th of March, 1834. The total cost of the

work was $974,356.65. The following is a tabulated statement of expenditures up to October 1, 1833, as published in the report of the Secretary of the Navy for that year:

Items.	Amounts.
Office, shops and stables	$22,119.75
Tools, lighters, driving-machines, &c.	41,420.44
Pine timber, plank, nails, iron, &c.	17,794.34
Surveys and plans of navy yards	3,360.26
Coffer-dam	23,532.84
Pier-wharves	10,972.50
Cob-wharves	14,022.59
Excavation	58,572.33
Foundation	64,097.46
Drainage (temporary)	33,803.46
Masonry of dock	450,789.62
Banking up	11,432.72
Wells and tunnel	13,762.02
Engine-house	33,901.97
Engine and pumps	27,945.22
Turning-gates	22,588.43
Floating-gate	24,121.54
Removal of coffer-dam	8,134.81
Miscellaneous	35,010.55
Superintendence	31,256.88
Total	943,645.73

In 1830 a claim was set up by the widow and trustees of William Pennock to the square of ground which had formerly comprised lots 128 to 135, both inclusive. This ground had been purchased by the United States from Arthur Emmerson, whose title was derived from the State of Virginia, and was of comparatively recent date. It was now asserted by the claimants that the square had been purchased by Wells Cowper, in 1785, from the commissioners appointed by law to sell the Gosport lands, and had been sold and conveyed by the heirs of the said Cowper to Mr. Pennock.

On the 23rd of March, 1830, Mr. Emmerson informed the Board of Navy Commissioners, in answer to a communication from them on the subject, that he knew of no title to conflict with his own; but that if anybody could produce a valid title he was willing to refund the money he had received for it, or if suit was entered he held himself ready to defend the title.

Under date of June 25, 1830, Nash Legrand, the navy agent at Norfolk, was directed by the Secretary of the Navy to cause the conflicting titles to be examined. In his answer, dated July 20th, Mr. Legrand states that the heirs of Cowper held a receipt for the purchase money paid to the commissioners in 1785, but that if any deed had ever been executed conveying the property to them it had been lost. They had, however, held uninterrupted possession of the land, "except the ownership of Emmerson under the State patent." Mr. Legrand had consulted the State's attorney, whose opinion was that the claimants could easily establish their title.

The claimants several times declared their intention of entering suit for the property, but seem never to have done so. As it was not desirable to build upon the ground so long as there was any doubt as to the title, Mr. Legrand was directed, on the 30th of April, 1831, to enter into a contract on the part of the government with the claimants (they having previously expressed their willingness to do so) by which the latter bound themselves to convey the property to the United States in case their title to it should be established, for the same amount that had been paid to Mr. Emmerson, and which amount that gentleman had again promised to refund should the decision be against him. The contract was executed accordingly on the 31st of October, 1831, but no further steps seem ever to have been taken.

In 1832 a correspondence was commenced by John Harper, who had obtained from the State of Virginia, under date of November 13, 1832, a grant of such portions of Second, Fayette, Nelson and Jefferson streets as were included in the newly added portions of the yard, and described as "waste and abandoned lands," and which he had caused to be surveyed after it was not only in the possession of the government of the United States, but actually enclosed, as was certified to by the surveyor himself. Mr. Harper now desired the Navy Department to purchase his title.

The Department, of course, declined to consider his proposal and on the 27th of February, 1833, an Act was passed by the General Assembly of Virginia authorizing the trustees of

the town of Portsmouth to convey the title of the property in question to the United States upon the payment of its value, and also ceding to the United States the jurisdiction of all lands recently purchased. The ground contained in the streets was assessed at $4,779, and was duly conveyed to the government in 1833, by the trustees of Portsmouth, on the payment of that sum; there being some informality in the deed, however, a new conveyance was made in May, 1837.

In accordance with the further provisions of the Act of the 27th of February, 1833, above referred to, Governor Littleton W. Tazewell, by deed of April 1, 1835, conveyed to the United States the jurisdiction of all lands recently added to the Navy Yard as well as of that purchased in 1826 near Fort Nelson, and upon which the Naval Hospital was afterward erected, under conditions that should the government at any time, for the space of five years, fail to use the property for the purpose specified, the jurisdiction should revert to the State of Virginia, and also providing that the officers of the State should at no time be prevented from executing within the limits of the property any process whatsoever.

Mr. Harper continued to urge his claim until 1839, when the last of his letters is dated.

While the work of building the dry dock was going on some progress was being made under the plan for the improvement of the yard. This mainly consisted in putting up workshops, erecting a wall around the yard, filling in and leveling the grounds, etc. After the completion of the dock Capt. W. P. S. Sanger became the civil engineer of the yard, which position he continued to hold until 1842, when he was transferred to the Bureau of Yards and Docks, then newly created.

A plan of the yard, made by Captain Sanger about the year 1840 (there is, unfortunately, no date upon it), shows the progress up to that time of the work of improvement, which consisted of the following, viz.: A smithery; an iron store, including coppersmiths', tinsmiths', and other small shops; five timber-sheds; a storehouse; a mast-shop, with shed for masts and spars; a boat-shop and boat-house; a workshop for capstans, rudders and other heavy work; a cooperage and storehouse for water-tanks, staves, etc.; dwelling houses for the commandant and four other yard officers, all substantial brick buildings; besides these, a few temporary timber-sheds, and a number of small buildings not contemplated in the "approved plans," consisting of stables, saw-house, watch-house, oil-house, tar-house, etc. In addition to these a large portion of the quay-wall had been built on the water-front and about three-fourths of that surrounding the timber-dock or basin. The timber-dock was commenced in 1835. Specific appropriations were made for the quay-wall in 1835, and continued from year to year until 1840.

Commodore Warrington, who had assumed command of the yard May 26, 1831, continued it until the 7th of October, 1840. The yard was constantly used in the meantime for fitting out, refitting, repairing and laying up the ships and vessels of the navy.

The sloop "John Adams" was built in 1830. The frigate "Macedonian" was rebuilt here between the years 1832 and 1836. The surveying-brig "Pioneer" was launched in 1836. The line-of-battle ship "Pennsylvania" became the receiving-ship in 1837. The sloop "Yorktown" was commenced in 1835 and launched in 1839.

Of the old buildings that were standing in 1837 the ship-houses, the office buildings along the north wall, the commandant's house and a portion of the marine-barracks, were still standing in 1840; the rest had all been removed or rebuilt.

Commodore W. B. Shubrick assumed command of the yard in October, 1840, and retained it until October, 1843. A plan of the yard made under his direction by Captain Sanger and received at the Bureau of Yards and Docks in November, 1842, shows little progress up to that date beyond what is mentioned above, the continued appropriation for "gradual improvements" having ceased. A black-

smith's shop and turning-machine and a foundry and plumbery had been added to the steam-engine house, and some other storehouses had been begun.

The steamer "Union" was laid down at the yard in 1841 and launched in 1842. The store-ship "Southampton" was commenced in 1842.

In October, 1843, Commodore Shubrick was relieved by Commodore Jesse Wilkinson, as commandant.

In 1842 an appropriation was made by Congress for a dredging-machine for this yard, which was completed the following year, and successfully used for deepening the channel in front of the dry dock and along the wharves; the earth brought up was used for filling up where needed in the yard. During the year 1843 the ground around the dry dock was graded and the pavement relaid; by this the dock was protected from injury to which it had been subject from filtration.

The brig "Perry" was laid down in 1843; some additional machinery was erected in different shops during the same year. The quay-wall was completed during that and the following years, *i. e.*, 1843-44, as far as ship-house "B."

The sloop "Jamestown" was laid down in 1843 and launched in 1844. In 1845 another storehouse, No. 16, was built. A bridge across the timber-dock was completed. The dock itself was still in an unfinished state; no appropriation having been made for several years. Work was suspended on the quay-wall in 1845 for the same reason. A new building-slip was commenced in 1845 under special appropriation. The store-ship "Southampton" was launched in the same year.

On the 26th of August, 1846, the lot of ground opposite the Navy Yard, on the Berkley side of the Elizabeth, and known as St. Helena, was purchased and added to the yard. This ground was needed for ordnance purposes. Commodore Wilkinson had purchased it some time previously without letting it be known that the government contemplated doing so, and now conveyed it to the United States for $2,403.50, the amount he had paid for it, with interest to date, his sole object in making the purchase from his private means having been to save the government from the exorbitant valuation likely to be put upon the land as soon as it should be ascertained that it was desired as an addition to the Navy Yard. Jurisdiction of the St. Helena property was ceded to the United States by an Act of the General Assembly of Virginia, dated March 22, 1847.

Commodore Lawrence Kearny became commandant on the 1st of June, 1847. Some progress was made that year upon the launching-slip previously spoken of. Another storehouse, No. 13, commenced the year before, was finished. The frigate "St. Lawrence" and the brig "Perry" were launched. The former had been on the stocks for over 20 years. The steam frigate "Powhatan" was laid down.

January 19, 1848, Commodore John D. Sloat was ordered to relieve Commodore Kearny as commandant.

In 1848 a small appropriation was made by Congress for continuing the quay-wall, and was applied to build a coffer-dam for the north wall of the timber dock. Appropriations were also made for a new pair of masting-sheers, for additional machinery, for various shops, and for improvements at St. Helena.

In September, 1849, Fort Norfolk and the grounds about it were turned over to the Navy Department by the War Department for the establishment of a magazine for powder and balls. Work was immediately commenced upon the shell-house. A building near the site of the present sawmill (outside of the yard, when built) had been used as a magazine for some years previously. During the same year, building No. 51 was erected, also some brick stables. An engine-house to the smithery was commenced. A gun-park, a coal-house, and a landing-wharf were built at St. Helena. Work upon the quay-wall progressed as far as the appropriation would permit.

Between the years 1850 and 1860 great progress was made in improving the yard, under current appropriations, while at the same

time great activity prevailed in building, repairing, fitting out, and laying up the ships and vessels of the navy. The steam frigate "Powhatan" was launched in 1850.

During Commodore Silas H. Stringham's administration in 1851, three oak trees were planted in front of the commandant's office, one by Ordnance Officer (afterward Admiral) Farragut, one by William H. Peters and one by Gunner George Marshall.

Work upon the quay-wall was steadily continued from year to year, though that portion to the southward of the timber-dock, instead of being placed where it was originally designed to be on the "approved plan," was built on a continuance of the line of that to the northward of the dock. This brought it into considerably deeper water, and at the same time added to the area of that portion of the yard. In 1854 the method of building coffer-dams to exclude the water from the section of wall in progress was abandoned, and the work was carried on by the use of diving-bells. This change not only facilitated the labors but very considerably reduced the cost.

The timber-dock was finished in 1854, together with the bridges across it. A culvert was built in 1853 to drain the lands adjoining the yard and to conduct the water from them into the dock, thereby considerably freshening that in the dock. The culvert was built of brick laid upon a pine-plank floor.

There being but a limited supply of fresh water at Gosport, appropriations were made in 1850 for building cisterns for collecting rain water; one was completed in 1851, with a capacity of 38,000 gallons. Afterwards two large reservoirs were built,—one completed in 1856, holding 124,000 gallons, with a head, when full, 14½ feet above the grade of the yard. Pipes from this cistern lead to hydrants in different parts of the yard, and to the wharf at the masting sheers, thus supplying the yard and ships with water and also the engines in case of fire. Water was supplied to the cistern from the roofs of store-houses Nos. 14 and 16, near which it was located. The other reservoir, completed in 1857, was located near timber-sheds Nos. 32 and 33, from the roofs of which it was supplied with water; its capacity is 128,000 gallons.

Work upon the magazine and the keeper's house at Fort Norfolk was commenced in 1851, but not completed until 1856. A reservoir was built near the magazine to contain 90,000 gallons of water. A sea-wall and landing-wharf were also built, and two old houses converted, one into a store-house and the other into a filling-house.

Building No. 19, a rigging-loft, armory, and offices, and the entrance-gateway, was erected in 1851-52. A building was constructed in 1853 near timber-shed No. 33, which was designed for a sawmill and burnetizing-house. It was entirely devoted to the latter purpose, however, and in 1856 a sawmill was erected at the South end of the yard, on one of the sites intended for a dry dock. A culvert was constructed in 1855 from the burnetizing-house to the timber-dock.

In 1855, Gosport, Norfolk and Portsmouth were visited by that terrible scourge, yellow fever. A ship called the "Ben Franklin" arrived in May or June with yellow fever on board, and was sent below to the quarantine, where she was kept until it was supposed all danger was past, when she was allowed to come up to Dickson's wharf in Gosport, and there discharge her cargo. This occurred during the first week in July. A few days afterward the fever broke out in Gosport, and gradually spread to Portsmouth, and thence to Norfolk, assuming the most virulent type, and raging without sensible abatement until frost set in, late in October. Work at the Navy Yard almost entirely ceased, the panic being so great that it was impossible to procure mechanics, with the exception of a small number of old hands. Almost everybody who could do so left the city, remaining away until the danger was past.

Dredging was carried on from year to year during the decade, deepening the channel and furnishing material for filling in the low places

of the yard, and the space between the old shore-line and quay-wall as well as at St. Helena. A new dredging-machine was built in 1854.

Grading the yard was also attended to; pavements were laid around the buildings, and brick foot-walks through the yard in various directions; roads were macadamized, and a thorough system of drainage established, by which the sanitary condition of the yard was much improved.

Gas for lighting the yard and buildings was introduced in 1855.

On the removal of the sawmill in 1855 and 1856, new machinery was added to the machine-shop, and a new foundry was erected, completed in 1859, on site 41, designed in the "approved plan" for an iron and copper store. A boiler-shop was commenced to the northward of the machine-shop. A new engine for pumping out the dry-dock was completed and set up in 1856. A large and commodious building was erected in 1856 as a receiving and issuing store for the department of provisions and clothing. It was located on the new-made ground, just south of the entrance of the timber-dock, into which a culvert from its cellar leads. An ordnance building not on the "approved plan" was commenced in 1858 and completed in 1859. Guns and shot platforms were built at St. Helena, and also at the yard south of the ship-house "A."

Two large lifting cranes were erected on the quay-wall in 1857, and a large amount of machinery of various sorts was added to the different shops through the yard. Alterations, additions, and improvements were made to some of the buildings under the appropriation for "repairs of all kinds." Rail-tracks were laid down at St. Helena and also at the yard; in the latter connecting the anchor-racks near the dry-dock, the different shops and storehouses, with the wharf near the sheers.

Considerable building, repairs, etc., of ships was carried on during the same period. In 1855 the magnificent steam frigates "Roanoke" and "Colorado" were laid down; these vessels were finished and launched in 1857. The steam sloops "Dakota" and "Richmond" were begun in 1858 and launched, the former in 1859 and the latter in 1860. A purchased steamer called the "Dispatch" was rebuilt in 1859 under the name of "Pocahontas."

CHAPTER XXVI

THE CONFEDERATE STATES NAVY YARD

THE EVACUATION AND DESTRUCTION OF THE NAVY YARD BY THE FEDERALS—OCCUPATION BY THE STATE AUTHORITIES—TURNED OVER TO CONFEDERATE GOVERNMENT—EVACUATION BY THE CONFEDERATES.

The following accounts of Commodore McCauley, Captain Wright, U. S. Navy, log of the U. S. S. "Pawnee" and of Captain Sinclair, C. S. Navy, and William H. Peters, Esq., C. S. Navy, agent, and of the *Norfolk Herald* give full particulars of the abandonment of the Navy Yard by the Federals, its occupation by the Confederates and its evacuation by the latter. The discovery of Commodore McCauley "that the insurgents were throwing up batteries immediately in front of the yard" was all in the imagination, and the report of the arrival of State troops grew out of the strategy of Col. William Mahone in ordering trains to be run back and forth over the Norfolk & Petersburg Railroads so as to give the appearance of military forces being thrown into Norfolk with great expedition. The Commodore made his report after his retreat to the Capital of the United States.

WASHINGTON, D. C., April 26, 1861.

Sir: I beg leave to detail to the Department the events which preceded the evacuation and destruction of the government property at the Gosport Navy Yard on the night of Saturday, the 20th of April. On Thursday night Flag-Officer Pendergrast learned that obstructions had been sent down to be placed in the river; he promptly had two boats manned and armed to prevent it, but owing to the thickness of the weather his intentions were foiled. On Friday, the 19th inst., I understood that Virginia State troops were arriving at Portsmouth and Norfolk in numbers from Richmond and Petersburg, and the neighborhood; and not having the means at my disposal to get the "Merrimac," "Germantown" and "Plymouth" to a place of safety, I determined on destroying them, being satisfied that with the small force under my command the yard was no longer tenable. I did not, however, carry that act into execution until the next day, before which I discovered that the insurgents were throwing up batteries immediately in front of the yard, when I sent Lieutenant Selfridge, of the "Cumberland," to General Taliaferro, commanding Virginia troops, with a message that if they continued to menace me by placing batteries opposite the yard I should consider it an act of war, and fire upon them. Colonel Heath, the aide-de-camp of the General, returned with Lieutenant Selfridge, and assured me that the General disclaimed all knowledge of such batteries. I then commenced scuttling the "Germantown," "Plymouth," "Dolphin" and "Merrimac," destroying the engine and machinery of the latter, cutting away the large sheers, spiking the guns in the yard and on board the ships in ordinary, including the "Pennsylvania," and destroying such arms of the old and obsolete pattern as could not be placed on board the "Cumberland," and throwing them overboard; making the destruction of other things, with the exception of the public buildings, as complete as possible. By this time it was quite dark; my officers, with few exceptions, had all deserted me; even the watchmen had thrown off their allegiance, and had taken part with the secessionists; so I determined on retiring to the "Cumberland," and in the morning act as circumstances might require.

With the "Cumberland" I could have destroyed Norfolk and Portsmouth, and had batteries opened upon the ship these cities would have been at my mercy. Before I had carried out my intentions of embarking aboard the "Cumberland," Flag-Officer Paulding arrived in the "Pawnee." As he had special instructions from the Department, which he substantially

communicated to me, and to which I gave entire assent, I took no further active part in the matter, and embarked on board the "Cumberland;" but I can bear testimony to the gallant manner in which Flag-Officer Paulding and his brave associates executed his orders. Toward morning Flag-Officer Paulding embarked with his force, and the "Cumberland" and "Pawnee," the former assisted by the steamer "Yankee" from New York, stood down the river unmolested.

The "Cumberland" was detained some hours by the obstructions placed in the narrows near Sewell's Point, but finally overcame them, and anchored in Hampton Roads by 8 o'clock P. M., Sunday.

In making this, my report to the Department, it gives me great pleasure to report the gallant and meritorious conduct of those officers true to their allegiance. I cannot speak in sufficiently high terms of Flag-Officer Pendergrast for the many valuable suggestions I received from him. To Captain Marston and officers of the "Cumberland" I feel very much indebted.

Lieutenant Selfridge bore a message to the commanding general under great personal risk.

I have to thank Commander Livingston, Lieutenants Semmes, Donaldson and Irwin for gallant and efficient services, and to Lieutenant-Colonel Edelin, of the Marines, my thanks are particularly due.

I am, very respectfully, your most obedient servant,

C. S. McCauley,

Late Commandant of the Navy Yard at Gosport.

Hon. Gideon Welles.

Secretary of the Navy.

Capt. H. G. Wright, U. S. Engineer Corps, made the following report of the destruction of the Navy Yard: "On reaching the yard it was found that all the ships afloat except the 'Cumberland' had been scuttled, by order of Commodore McCauley, the commandant of the yard, to prevent their seizure by the Virginia forces, and that they were fast sinking. One of the objects of the expedition—that of removing those vessels and taking them to sea—was therefore frustrated. On reporting to the Commodore of the yard, I found him disposed to defend the yard and property to the last, and the troops were accordingly landed and some dispositions for defense taken. It was soon determined, however, by Commodore Paulding, who had come on the 'Pawnee' from Washington, to finish the destruction of the scuttled ships, to burn and otherwise destroy, as far as practicable, the property in the yard, and withdraw with the frigate 'Cumberland' in tow of the 'Pawnee' and a steam tug which was lying at the yard.

"To Commander Rodgers and myself was assigned the duty of blowing up the dry-docks assisted by 40 men of the volunteers and a few of the crew of the 'Pawnee.' The dock which is a massive structure of granite masonry has a pumping-gallery running along the back of one of the side-walls, entering from the level of the bottom near the entrance gate, and terminating as is understood, in the pumping-house near the farther end of the dock. Under the circumstances of want of time for preparations and the darkness of night, this gallery offered the only means for the establishment of a mine. Had the dock been full of water, this advantage could not have been availed of, but we found in it a depth of only about two feet. We accordingly proceeded to construct in this gallery a platform of such materials as could be collected to a height above the surface of the water, and on this we placed the powder (2,000) pounds) which we had brought from the ship, established a train from the gallery to the outside, and connected it with four separate slow-matches. Everything being arranged, all the men were sent to the ship, except one of the crew of the 'Pawnee,' who was retained to watch for the signal from the Commodore for lighting the matches and returning to the ship. On the signal, the matches were lighted by Captain Rodgers and myself and we made the best of our way toward the landing, but before we could reach it the flames of the burning buildings had become so intense, that the boats had undoubtedly been driven off, and indeed we could not approach it. After some delay, we succeeded in getting out of the yard through the burning gateway, and seized a boat in the hope of making our escape by the river. We proceeded but a short distance, however, when several shots were fired at us from the Portsmouth side, and as the armed force was rapidly accumulating against us at a point below, where the river was narrow and where we should have had to pass within effective musket-range, we concluded to land on the Norfolk side and deliver ourselves up to the commanding general of the Virginia

forces. He received us very kindly and courteously, and on giving him our parole he provided us with comfortable quarters at the Atlantic Hotel. This was on Sunday morning about 6 o'clock. On Monday, at noon, he sent us with an officer to Richmond, where we were most kindly treated by the Governor and his family, and by the gentlemen there present from the various parts of Virginia, we remained as guests of the Governor on parole till Wednesday, the 24th, when we were released, and on Thursday morning we left for Washington." Evidently the Virginia officers did not know at the time they were treating those two United States officers with such marked consideration and courtesy, that they had been engaged in lighting slow-matches to explode a ton of powder almost in the midst of thousands of unoffending women and children without a moment's warning.

The following is an abstract from the log of the U. S. S. "Pawnee," April 20, 1861:— "* * * * At 6.45 (P. M.) steaming up toward Norfolk. Passed the obstructions in the channel without difficulty. Kept men at quarters, guns loaded. At 8 P. M. ran alongside of the Navy Yard wharf, to the northward of first ship-house. Hailed by the U. S. S. 'Pennsylvania,' who greeted our arrival with three cheers. The flag-ship 'Cumberland' did likewise. At 8:10 Lieutenant Commanding Donaldson, of the receiving-ship 'Pennsylvania' came aboard and informed us that all the vessels at the yard had been scuttled and the machinery of the 'Merrimac' completely disabled this afternoon to prevent their falling into the hands of the insurgents, who had for some time past been making demonstrations against the public property at the Navy Yard. Flag-Officers McCauley and Pendergrast came on board. Sent parties to various parts of the yard to secure, remove or destroy public property liable to fall into the hands of the insurgents. A large party went ashore to knock trunions off guns; succeeded in breaking a few off. Received from the 'Pennsylvania' four boxes of arms; also a detachment of 34, rank and file, of marines with bags and accoutrements. Sent the Massachusetts volunteers ashore in the Navy Yard. Sent marines brought from marine-barracks at Washington to relieve marines belonging to the yard; the latter transferred to the 'Cumberland.' Placed guard at the main entrance to the yard and others patrolled the yard. April 21. Commences and till 4 A. M. making preparations for setting fire to the ship-houses, ships, and storehouses, and destroying the dry-dock. Landed all turpentine, powder and waste received on board from the 'Anacosta' on Friday last. Re-embarked the marines and the Massachusetts regiment. Sent parties in charge of Captain Wilkes, Commanders Sands, Rodgers and Alden, and Captain Wright, of the U. S. Engineers, for carrying on the preparations above-mentioned. At about 2 A. M. the marine-barracks were set fire to. At 3:30 hauled off from the wharf and prepared to take the flag-ship 'Cumberland' in tow. At 4:15 A. M. the 'Cumberland,' having the steam-tug 'Yankee' alongside, succeeded in getting a hawser to this ship and slipping her cable. We got under way and commenced steaming down to Hampton Roads. At 4:20 sent up a rocket, and the ships, buildings, etc., were fired. Sent all hands to quarters opened the magazine and shell-rooms and manned the starboard battery, the marines being all on deck under arms. Steaming slowly down, passed by the cities of Norfolk and Portsmouth unmolested, the flames of the burning buildings at the yard illuminating the vessels and the town perfectly. Steaming slowly to allow the boats to come alongside. Captain Wilkes and Commanders Sands and Alden and their parties returned on board, but reported their inability to bring off Commander Rodgers and Captain Wright, U. S. Engineers. At 6 approached barriers in the channel, and found new obstructions placed there since we passed last evening. Determined to anchor the 'Cumberland' and examine the channel, which was done. This ship

passed obstructions without touching anything. * * * *"

Captain George T. Sinclair's telegram to the Secretary of the Confederate States Navy, Hon. S. R. Mallory, in regard to the destruction of the Navy Yard, dated April 22, 1861, in part is as follows: "* * * * The 'Pennsylvania,' 'Merrimac,' 'Germantown,' 'Raritan,' 'Columbia' and 'Dolphin' are burned to the water's edge and sunk. The 'Delaware,' 'Columbus,' and 'Plymouth' are sunk. All can be raised; the 'Plymouth' easily, not much injured. The 'Germantown' crushed and sunk by the falling of sheers. Her battery new and complete uninjured by fire, can be recovered. * * * * * Destruction less than might be expected. The two lower ship-houses burned, with the 'New York' line-of-battle ship on the stocks. Also the rigging-loft, sail-loft, and gun-carriage depot, with all the pivot-gun carriages and many others. No other buildings burned. The metal work of the carriages will be recovered; most of it good. About 4,000 shells thrown overboard can be recovered. The 'Germantown's' battery will be up and ready for service tomorrow. In ordnance building all small arms broken and thrown overboard will be fished up. The brass howitzers thrown overboard are up. The 'Merrimac' has 2,200 10-pound cartridges in her magazine in water-tight tanks. The flag of Virginia floats over the yard.

"Only eight guns, 32-pounders, destroyed; about 1,000 or more from 11-inch to 32-pounders taken and ready for our cause. Many of them are ready in batteries. We saved about 130 gun-carriages, all saved at St. Helena (Va). Many thousands of shell and shot from 11 inch to 32-pounders safe. All the machinery uninjured. Magazine captured with 2,000 barrels of powder and vast numbers of shells and quantities of fixed ammunition. An attempt made to blow up the dry dock failed. Everything broken that they could break. Private trunks broken open and officer's clothing and that of their wives stolen. * * * *"

The Virginia flag mentioned by Captain Sinclair as floating over the yard is at this time the property of Stonewall Camp, Confederate Veterans, and decorates their meeting-room in the City Hall of Portsmouth.

We copy from the *Norfolk Herald* of April 22, 1861, its story of the evacuation and attempted destruction of the Navy Yard by the Federals:

"On Saturday and Sunday the greatest excitement prevailed in the city. Troops were hurrying to and fro and everyone anxious to know what was to be done, but unable to obtain the desired information. The rumor was that the 'Cumberland' was about to sail from the Navy Yard and preparations were made to prevent her.

"At 12 o'clock an officer came from the yard bearing a flag of truce and was conducted to General Taliaferro's headquarters at the Atlantic Hotel, where a consultation was held, which resulted in a promise from the commandant of the yard, Commodore McCauley, that none of the vessels should be removed nor a shot fired except in self-defense.

"This quieted the excitement, but it was renewed at a late hour when it was ascertained that the 'Germantown' and 'Merrimac' had been scuttled, and that the heavy sheers on the wharf at which the 'Germantown' was lying had been cut away and allowed to fall amidships across her decks, carrying away the maintopmasts and yards.

"It was also perceived that the men were busily engaged in destroying and throwing overboard side and small arms, etc., and boats were constantly passing between the 'Pennsylvania,' 'Cumberland' and other vessels. The assurance of the Commodore, given by his officers at the truce interview, however, tended to allay the apprehension of an immediate collision. But the continued stirring movements at the yard soon rendered it certain that it was the intention of McCauley to destroy all the buildings and other property there, and it was, therefore, with not much surprise that about midnight, after two or three slight explosions,

the light of a serious conflagration was observed at the yard. This continued to increase, and before daylight the demon work of destruction was extended to the immense ship-houses known as 'A.' and 'B.' (the former containing the entire frame of the 'New York, 74,' which had been on the stocks unfinished for some 38 years), and also to the long ranges of two-story offices and stores on each side of the main gate of the yard.

"The flames and heat from this tremendous mass of burning material was sent by a south-west wind directly toward the line of vessels moored on the edge of the channel opposite the yard, and nearly all of these too were speedily enveloped in flames.

"The scene at this time was grand and terrific beyond description. The roar of the conflagration was loud enough to be heard at three or four miles distance, and to this were added occasional discharges from the heavy guns of the old 'Pennsylvania' ship-of-the-line, as they became successively heated. These guns, it is asserted, were double-shotted and directed at different parts of the yard for the purpose of insuring its complete destruction. This, however, is certain that if all her guns had been thus prepared and directed, the 'burnt' district could not have been more completely cleared of its appurtenances.

"As soon as the torch had been successfully applied to the ship-houses, the 'Pawnee,' which had been kept under steam from the moment of her arrival about midnight on Saturday, was put in motion and taking the 'Cumberland' in tow, retreated down the harbor out of the reach of danger, freighted with a great portion of valuable munitions, etc., from the yard, and the Commodore and other officers who had won for themselves the inglorious distinction of destroying devils in accomplishing such a vandal work. The ships proceeded as far down as the barricades at the narrows, where the 'Cumberland' was left at anchor, and the 'Pawnee' continued on to Fort Monroe.

"As far as we could judge from a cursory observation, the property destroyed embraced besides the ship-houses and contents, the range of buildings on the north line of the yard (except the Commodore's and Commander's residences which were unhurt), the old marine-barracks and one or two workshops, the immense lifting-sheers, the ships 'Pennsylvania,' 'Merrimac,' 'Raritan,' 'Columbia' and brig 'Dolphin' burnt to the water's edge; the sloop 'Germantown', broken and sunk, the 'Plymouth' scuttled and sunk even with her deck, and a vast amount of small arms, chronometers, and valuable engines and machinery in the ordnance and other shops, broken up and rendered utterly useless.

"Apearances indicated that it was intended to cripple this admirable and useful work (the dry dock) by blowing up the gates, but from some cause this was not done, and the dock was found to be altogether unhurt. We cannot bring ourselves to believe that any officer of a navy distinguished hitherto by a high sense of honor and chivalrous courage, could willingly condescend to such an inglorious mode of warfare as this. We rather regard it as an emancipation from the wretched cabal at Washington, and a practical carrying out of the tactics laid down by the villainous Sumner and other orators of the Black Republican party. Burn, sink and destroy is the word with them.

"Yesterday morning Lieutenant Spottswood of the navy, a Virginian by birth, ran up to the flag-staff in the Navy Yard the flag of the Old Dominion with its well-known arms, the figure of Liberty trampling on Tyranny, with the glorious motto—'Sic Semper Tyrannis'—and there it continues to flutter in the breeze.

"A fort had been erected at the Hospital Point and old Fort Norfolk put in regular fighting order by the secessionists. A fort has also been erected at Sewell's Point, 12 miles from Norfolk, opposite Old Point Comfort.

"The authorities yesterday waited upon the surgeon at the Hospital and compelled that officer to resign his position.

"The Navy Yard with all the vessels of war except the 'Cumberland,' which has been

towed into Hampton Roads by the steamer 'Pawnee,' was burned.

"The Naval Hospital had been given up by the government officials. The United States steamer 'Pawnee' landed about 500 men at the Navy Yard to assist in the destruction of government property.

"Al the spirit stores were destroyed, but the citizens secured immense quantities of provisions, guns, powder and ball. All the guns at the Navy Yard were spiked by the government officials, but in such a bungling manner that all but 8 or 10 have already been made good for service by the citizens, and many of them mounted at prominent points for defense.

"The 'Pawnee' has sailed for Washington, and on Monday evening the 'Cumberland' was lying opposite Old Point.

"A steamer supposed to be the 'Baltic,' arrived off Old Point on Monday evening with about 1,000 Northern troops on board."

AN ACCOUNT OF THE EVACUATION OF THE NAVY YARD, FIRST BY THE FEDERALS IN APRIL, 1861, AND SECOND BY THE CONFEDERATES IN MAY, 1862.

(By William H. Peters, Navy Agent, C. S.)

At about 2 o'clock P. M. on April 20, 1861, the late William H. Spooner came to my place of business in Portsmouth and said the Navy Yard gate had been closed and that none but those having special permits were allowed to enter the yard. He also said it was rumored that the authorities of the yard were making preparations to destroy that establishment with fire.

To satisfy ourselves as to the truth of these rumors, Mr. Spooner and myself procured a boat and sailed in it up to and in front of the yard as far as the timber-dock. We saw enough to satisfy ourselves as to the truth of all we had heard. We found that the ships alongside the wharves had been scuttled and were slowly sinking. Men were engaged in cutting away the standing rigging of the sloop of war "Germantown." Her upper masts were tottering. It was seen that a force of workmen was at work breaking off the trunnions of cannon.

On our return in passing the brig-of-war "Dolphin" and receiving-ship "Pennsylvania," we observed small guns on the poop-decks of those vessels which, no doubt, had been recently mounted there to repel some apprehended attack.

Our people already much excited became alarmed at the situation of affairs at the Navy Yard and the reported destruction of that vast establishment. It was feared that the burning of the Navy Yard would involve the destruction of Portsmouth. A meeting of the citizens was at once called to consider what was best to be done under the circumstances.

At this meeting a committee, composed of Capt. Samuel Watts, Capt. James Murdaugh and myself, was appointed to wait on the commandant and endeavor to prevail on him to abandon his purpose of firing the yard.

This committee proceeded to the main entrance, but was refused admittance. While waiting at the gate a reply to our written request for an interview with the commandant, General George Blow, in command of the State militia of the district, Lieut. John T. Maury and Paymaster John DeBree came out at the gate. The two last-named officers, having resigned from the U. S. Navy, had just left their ship, the frigate "Cumberland," then lying abreast the Navy Yard. These gentlemen said to us that we need not wait, that Commodore McCauley declined to see us; and then added that it was useless to ask any questions of them as to what was going on inside as they were not at liberty to talk on the subject.

The Navy Yard at Portsmouth, Virginia, was fired and abandoned that night, April 20, 1861, by the Federal forces. The story of which and the folly of the act are told in history. Happily a few houses only in the city and those of but little value took fire and burned.

On April 21 1861, Capt. Robert B. Pegram, then just resigned from the U. S. Navy and

commissioned a captain in the Virginia Navy, appeared, and acting under authority from the Governor assumed command of the Navy Yard in the name of the Commonwealth of Virginia.

On April 22, 1861, Commodore French Forrest, who had also just resigned from the U. S. Navy and been commissioned a commodore in the Virginia Navy, relieved Captain Pegram of the command of the Navy Yard and station.

On the same day, viz:—April 22, 1861, the writer, who had been commissioned as paymaster, Virginia Navy, and assigned to duty at the Navy Yard, reported and took charge of the "Provision and Pay" department. His official connection with the yard in this and other capacities continued until the evacuation by the Confederates on May 10, 1862. The statements contained in this paper may therefore be accepted as facts of which the writer has personal knowledge.

The condition of the Navy Yard at Portsmouth as it appeared on the 21st and 22nd of April, 1861, was melancholy to look upon. On the morning of the 20th of April, 1861, this establishment was the best equipped and in all respects the most complete navy yard in the country. On the morning of the 21st of April, 1861, it was almost a mass of ruins.

The exterior row of buildings on the north front of the yard, which contained large quantities of manufactured articles and valuable material, was totally destroyed together with the contents of the buildings. The two shiphouses "A" and "B," which were immense structures, and in one was the line-of-battle ship "New York" on the stocks, were also burned, as were also other buildings.

The destruction of the stone dry dock was attempted, but was not successful. Twenty-six barrels of powder, a quantity sufficient to have destroyed not only the dry dock but every building at the south end of the yard, were found distributed in the culvert on its north side and across the head of the dock. These barrels of powder were connected by a train which continued on the inner steps at the bottom of the dock, where it is supposed slow-matches were placed for ignition at a prearranged moment.

The plan, however, was happily discovered in time to frustrate it. Lieut. C. F. M. Spottswood, to whom the discovery was reported early in the morning of the 21st, promptly directed the gates to be opened, when the dock was flooded and thus saved from destruction.

The destruction of every ship at the yard except the old frigate "United States" was attempted and in great part accomplished.

The line-of-battle ship "Pennsylvania," the frigate "Columbia" and the brig "Dolphin" were burned to their floor-heads.

The frigate "Raritan" was burned and sunk out of sight. The steam frigate "Merrimac" was sunk and burned to her copper-line and down through to her birth-deck, which with the spar and gun-deck were also burned. The sloop-of-war "Germantown" was sunk and burned to her bulwark on the port side. The sloop-of-war "Plymouth" was scuttled and sunk. The line-of-battle ships "Delaware" and "Columbus" were scuttled and sunk at their moorings.

Many heavy cannon were spiked and for the time rendered useless, some had their trunnions broken off.

The abandonment of Portsmouth Navy Yard and its partial destruction by the Federal authorities was a most unaccountable procedure. It was hard to believe that such a step was in contemplation, even after it was known late in the day of April 20, 1861, that some of the ships at its wharves had been scuttled and were sinking. Virginia it is true had just passed the ordinance of secession, but had not yet joined the Confederate States of the South; which latter it is not denied was in a state of *quasi* war with the Federal government. Virginia had not, nor as a matter of fact had the Confederate government, the means of capturing, or of even seriously menacing the Federals in their possession of this vast establishment. For let it be remembered that the frigate "Cumberland" with a full crew and

fully equipped, and also the receiving-ship "Pennsylvania," with batteries and men sufficient to work them, lay abreast the yard in position to effectually protect it and destroy the city of Portsmouth in case of an attempt to capture, or on the slightest demonstration against the yard.

The total destruction of the Navy Yard at Portsmouth though attempted was not accomplished, owing doubtless to the haste with which the Federals left; some of the storehouses and other buildings were consumed, together with large quantities of valuable store materials, etc. But many buildings remained intact; and very large quantities of costly materials, naval supplies, etc., were found uninjured.

The writer of this paper, by direction of the Governor of the State, made an inventory and report of all public property in the port of Norfolk and Portsmouth taken on the 21st of April, 1861, in the name of Virginia. His report, which is embodied in public document No. 25 of the proceedings of the Virginia Convention of 1861, shows the number and description of buildings that were left unharmed. Among these there were the commandant's dwelling, the commanders', surgeons', lieutenants' and masters' dwellings.

The foundry and its dependencies; the machine-shop, and its adjuncts; five large stores, used for the storage of naval supplies; several substantial structures used as workshops and other buildings, together with the dry dock, timber-dock and quay-wharves, cost, as shown in that report, $2,944,800.

The ordnance left by the Federals in their hurried departure consisted of 1,085 pieces of heavy cannon with gun-carriages, breechings, blocks and tackle, and a large number of shells and stands of grape and various other articles of ordnance, equipment and stores in large quantities, including 250,000 pounds of powder, in all costing, as shown in that report, $341,000.

Of provisions left, there were 11,089 pounds of bread, 991 pounds of pork, 674 barrels of beef, flour, rice, sugar, coffee, tea, etc., costing $38,763.

Of clothing and small stores there were pea-jackets round-jackets, trousers, jumpers, shirts, blue flannel, Barnsley sheeting, etc., which cost $50,296.

General naval supplies and materials of various kinds and descriptions, in large quantities and of great value in time of war. Their cost is reported at $1,488,223. Among the valuable supplies, there were large quantities of timber and timber materials of all kinds. Copper in sheets and in bolts. Iron in sheets and in bars. Anchors and chains, canvas, and a vast amount of miscellaneous articles in great variety and of inestimable value.

On July 1, 1861, Virginia having by compact become one of the Confederate States of America, Governor Letcher directed the transfer of the Portsmouth Navy Yard, with everything therein and thereto belonging, to the Confederate government, and this was accordingly done as of July 1, 1861.

In the interval between April 21 and July 1, that is to say during the period Virginia exercised control of the Navy Yard, the expenditures of supplies were very large, especially in ordnance and ammunition, as will be seen by reference to the inventory report above referred to.

I consider it proper to record these expenditures; and in doing so I deem it best to give the same in detail rather than in gross, because it may be interesting to future readers to know the particular points in the State and elsewhere that were fortified with guns sent from the Portsmouth Navy Yard. The "Inventory Report" shows that during the period the Navy Yard was officered and controlled by Virginia, there were sent from that yard the following ordnance and ordnance supplies, viz:

To Battery at Naval Hospital.

5 32-pounders of 51 cwt.
8 32-pounders of 57 cwt.
2 8-inch guns of 55 cwt.
With carriages and other equipments and ammunition.

To Battery at Craney Island.

4 32-pounders of 51 cwt.
8 32-pounders of 57 cwt.
10 8-inch guns.
7 9-inch guns.
1 10-inch gun.
With carriages complete.

To Battery at Naval Magazine, Fort Norfolk.

8 9-inch guns of 91 cwt., with carriages complete.

To Battery at Boush's Bluff.

5 32-pounders of 42 cwt., with carriages, etc., complete.

To Battery at Pinner's Point.

7 32-pounders of 57 cwt., with carriages, etc., complete.

To Battery at Pig Point.

4 32-pounders of 42 cwt.
8 32-pounders of 55 cwt.
2 8-inch guns of 57 cwt.
With carriages, etc., complete.

To Richmond Virginia.

10 9-inch guns of 91 cwt.
4 8-inch guns of 63 cwt.
42 32-pounders of 33 cwt.
2 32-pounders of 27 cwt.
6 9-inch guns of 91 cwt.
2 32-pounders of 57 cwt.
12 42-pounders of 27 cwt.
6 8-inch guns of 63 cwt.
15 32-pounders of 61 cwt.
2 9-inch guns of 91 cwt.
2 32-pounders of 27 cwt.
13 32-pounders of 47 cwt.
6 9-inch guns of 91 cwt.
14 32-pounders of 61 cwt.
With carriages, etc., complete.

To Richmond, Virginia, for General Beauregard.

8 32-pounders of 27 cwt.
1 32-pounder of 42 cwt.
5 32-pounders of 57 cwt.
1 32-pounder of 47 cwt.
1 32-pounder of 91 cwt.
With carriages, etc., complete.

To Capt. R. G. Robb at Fredericksburg, Maryland.

4 32-pounders of 27 cwt., with carriages, etc., complete.

To Kempsville, Virginia.

1 12-pounder brass gun.
1 9-pounder brass gun.
With field carriages and ammunition.

To Seaboard & Roanoke Railroad.

1 27-pounder of 32 cwt., with carriage, etc., complete.

To General Beauregard at Charleston, South Carolina.

12 32-pounders of 61 cwt.
12 42-pounders of 80 cwt.
12 32-pounders of 57 cwt.
3 old English guns, 10,304 lbs.
With carriages, etc., complete.

To Savannah, Georgia.

10 32-pounders of 80 cwt., with carriages, etc., complete.

To Captain Thomas at Baltimore, Maryland.

20 24-pounder sof 33 cwt.
20 32-pounders of 61 cwt.
With shot, shell, etc.

To Pensacola, Florida.

10 32-pounders of 80 cwt., with carriages, etc., complete.

To R. P. Pugh at Memphis, Tennessee.

5 32-pounders of 33 cwt., with carriages, etc., complete.

To Commander Rousseaur at New Orleans, Louisiana.

8 8-inch guns.
13 32-pounders of 47 cwt.
2 9-inch Dahlgren guns.
With carriages, etc., complete.

To Tennessee.

32 32-pounders of 61 cwt., with carriages, etc., complete.

To Lieut. George T. Sinclair and by him sent to Army South.

8 8-inch Dahlgren guns of 63 cwt.
1 9-inch Dahlgren gun of 91 cwt.
6 32-pounders of 27 cwt.
10 32-pounders of 61 cwt.
9 42-pounders of 70 cwt.
With carriages, etc., complete.

To General Gwynn and taken to North Carolina.

4 32-pounders of 27 cwt.
2 32-pounders of 42 cwt.
26 32-pounders of 61 cwt.

10 32-pounders of 46 cwt.
10 8-inch guns of 63 cwt.
With carriages, etc., complete.

To Norfolk City.

3 32-pounders with fixtures and ammunition.

To Battery at Sewell's Point.

6 9-inch guns.
5 32-pounders of 57 cwt.
3 32-pounders of 27 cwt.
With carriages, etc., complete.

To Battery at Lambert's Point.

6 32-pounders of 57 cwt., with carriages, etc., complete.

To General Gwynn to be taken to North Carolina.

13 32-pounders of 61 cwt.
29 32-pounders of 41 cwt.,—Shubrick guns.
1 4-pounder, numbered 90.
1 32-pounder, numbered 6.
1 32-pounder, no mark.

To General Gwynn to be taken to Fort Macon, Georgia.

10 32-pounders,—Shubrick guns.
6 32-pounders of 51 cwt.
1 32-pounder of 61 cwt.
1 32-pounder of 27 cwt.
With carriages, etc., complete.

To General Gwynn to be taken to North Carolina.

73 32-pounders of 61 cwt.
6 32-pounders of 57 cwt.
10 32-pounders of 47 cwt.
1 8-inch gun of 63 cwt.
With carriages, etc., complete.

To Battery at Burwell's Bay.

5 32-pounders of 57 cwt.
1 9-inch gun.
With carriages, etc., complete.

To Battery at Powell's Point.

4 32-pounders of 42 cwt., with carriages, etc., complete.

To City Point.

1 32-pounder of 51 cwt., with fixtures, etc., complete.

On or about April 30, 1862, Capt. Sidney Smith Lee, C. S. Navy, who had succeeded Commodore Forrest in the command of the Portsmouth Navy Yard, notified me that the Secretary of the Navy, accompanied by the Secretary of War, would arrive from Richmond on that day at about 1 P. M. At about 2 P. M. a message that the Secretary wished to see me came from the commandant. At that time I occupied the position of C. S. naval storekeeper, and as such had in charge all the naval supplies in the yard except ordnance and ordnance stores.

I met the Secretary of the Navy, Hon. Stephen R. Mallory, at the door of the commandant's dwelling and on his invitation proceeded with him to a private room in the commandant's house, when the Secretary at once communicated to me the startling intelligence, that it had been determined to evacuate Norfolk, Portsmouth and the Navy Yard, adding that his visit here was for the purpose of communicating this important fact to Captain Lee and myself, and to consult as to the removal of the naval supplies to some place of safety. The Secretary stated that the evacuation of Norfolk became necessary because of the movements of the two great confronting armies on the Peninsula. General McClellan in command of the Federals had assembled a large army in front of General Johnston, who commanded the Confederates and whose forces were in numbers greatly inferior to McClellan's. That on this account and also for strategic reasons, General Johnston had decided to fall back slowly to within a few miles of Richmond and would begin his retrograde movement on that day, April 30th. The Secretary continuing said General Johnston calculated that in about three weeks McClellan would reach a point on the James River where he could easily throw a force across on the south side of the river and thus effectually cut off Norfolk. General Huger's troops, 15,000 strong, were stationed at and around Norfolk and Portsmouth. They would be needed by Johnston in the battle he proposed to make with General McClellan when the proper time arrived. It was necessary therefore that Huger should retire before the

movement of McClellan across the James River could be accomplished and thus save his army for service with Johnston.

In the meantime, that is to say from that day, the 30th of April, and the day on which Huger under orders from Johnston should retire from Norfolk, he wished the naval supplies of the station, or as many of them as could be removed, sent forward to some safe place in the interior. He states that both General Huger and the commandant of the yard would afford me all the transportation facilities at their command. For obvious reasons, Charlotte, North Carolina, was selected as the place for the storage of these supplies and for the distribution of the same as needed to other points in the South. Shipments to Charlotte of these supplies were immediately begun and were continued day and night; care being taken to ship first such articles as were considered essential in time of war and of which the Confederates stood most in need. On the 10th day of May, 1862, the Confederates were forced to anticipate the time fixed by General Johnston's plans for the evacuation, and on that day the last train of cars containing naval stores and also the officers of the yard left the outer depot at Portsmouth. The officers proceéded via Weldon to Richmond and the writer continued on the supply train to Charlotte.

The incident that compelled the evacuation on May 10, 1862, is known in history. Early in the morning, before sunrise, James Byers, master of the steam-tug "J. B. White," a boat that had a short time previously been employed by Maj. James F. Milligan, C. S. Signal Corps, deserted to the enemy at Fortress Monroe. Byers, it was not doubted, would reveal the situation of affairs in and around Norfolk to the enemy, who seeing his opportunity would be sure to lose no time in landing troops at some advantageous point and proceed to capture Norfolk, Portsmouth and the Navy Yard. General Huger, the commanding general, in anticipation of such a movement by the Federals, and realizing the fact that he was then in no condition to successfully resist an attack, concluded to evacuate with all possible dispatch. Orders to this effect were accordingly given and as before stated the last train of cars with naval supplies left Portsmouth on that day. And thus the evacuation by the Confederates begun April 30th and was ended May 10, 1862.

WILLIAM H. PETERS.

PORTSMOUTH, VA., October, 1891.

John W. H. Porter, in his history, says, referring to the situation after the Federal evacuation: "In the Navy Yard everything was activity. Hundreds of skilled mechanics who had enlisted in the army were detailed to work there. Work was commenced on the 'Merrimac' on the 12th of July, 1861, and several other vessels were being built. The 'Richmond,' an iron-clad, to carry four guns, built with slanting roof like the shield of the 'Merrimac,' but with ends above the water-line and protected like the shield, was launched, as were the 'Hampton' and 'Nansemond,' two 2-gun boats, and the 'Escambia' and 'Elizabeth,' two light-draft, iron-protected gunboats, to carry two guns each, were also commenced, and later another of the same character, called the 'Yadkin'. Some work was done on the 'Germantown' and 'Plymouth' also,—towards fitting them out the machine-shops and foundries were being run to their utmost capacity. Numerous 32-pound Dahlgren guns were rifled and banded, the ones with which Captain Fairfax so successfully contended against the frigate 'Savannah,' and were sent to different batteries around the harbor and to other localities."

CHAPTER XXVII

THE UNITED STATES NAVY YARD

IMPROVEMENTS—SIMPSON DRY DOCK—NAVAL CONSTRUCTOR BOWLES' ADMINISTRATION—BUILDING THE "RALEIGH" AND "TEXAS"—INTERNATIONAL COLUMBIAN NAVAL RENDEZVOUS—FITTING OUT SHIPS FOR WAR WITH SPAIN—RECORDS OF REPAIR AND CONSTRUCTION WORK—THE "RALEIGH" AND "TEXAS" IN THE SPANISH-AMERICAN WAR—CONGRESSIONAL MEDALS AWARDED—U. S. NAVAL HOSPITAL—TROPHIES IN NAVY YARD PARK—COMMANDANTS OF THE NAVY YARD.

After the repossession of the yard by the Federals, Capt. John W. Livingston was on the 20th of May, 1862, ordered to its command and he soon commenced repairing damages and putting it in order. There was no shipbuilding in the yard until the rebuilding of the "Galena," which was launched March 8, 1875, and building of the "Alliance," launched March 13, 1879, under the administration of Naval Constructor John W. Easby. The latter ship is still in service; the "Galena" was lost in a gale off the coast of Massachusetts in 1891.

The importance of this Navy Yard has been known for many years and at last it is beginning to be brought up to a standard of efficiency gratifying to the people of Norfolk County and the country at large. Commodor D. B. Harmony, Chief of the Bureau of Yards and Docks, in his report dated October 15, 1887, says: "The importance of the yard, with its fine position, mild climate, and abundant natural resources within control, cannot be overestimated, and it is earnestly recommended that every opportunity should be taken to make its equipment ample in all particulars."

On February 2, 1887, at the Norfolk Branch of the U. S. Naval Institute in a discussion, Capt. George C. Remey, U. S. Navy, said: "Having regard solely to geographical location and site, I regard the Norfolk Navy Yard as the first in importance of all the navy yards belonging to the government. Believing this to be so, I think it is the duty of the Virginia Representatives in Congress to urge and insist that ample appropriations be made to make the present yard a first-class dockyard. To do this will require a comparatively large expenditure of money, but the day may come, and be not far distant, when such expenditure would be regarded as a wise one.

"It seems to me, if the Virginia Representatives in Congress would endeavor to enlist all the Representatives in Congress from the South to advocate a modern dockyard, to be made of the present yard, that appropriations looking to this might be secured if for no other argument than that this yard is practically the only one in the South. Having this in view, it would be the duty of the Navy Department, and I do not doubt a pleasure, to elaborate

plans so that all improvements made would be done systematically, looking to a modern dockyard as the result.

"Regarding the facilities for obtaining iron and steel, it is evident from common report they will be produced and manufactured in large quantities in the States of Alabama, Georgia and Mississippi.

"Statements have been lately made in the public press that iron and steel can be produced in Alabama cheaper than elsewhere in this country. Whether this now be so or not, it is evident to the careful observer that iron and steel are rapidly becoming most important interests in these States."

SIMPSON DRY DOCK.

The formal opening of the Simpson Dry Dock took place on the 19th of September, 1889. Long before the time ordered for the opening the people began to gather and when the hour arrived about 2,000 were assembled around the dock, most of whom were ladies, and the scene presented quite a holiday air. Just 56 years, three months and two days previous, the stone dry dock was opened in the presence of a large crowd. The great ship "Delaware" was the christening ship for that dock and for this the trim little ship "Yantic."

She presented an animated and handsome picture, trimmed from stem to stern with the flags of all nations, and the Naval Post Band, making the occasion harmonious with some of the liveliest airs. The work of flooding the dock commenced at 9:33 o'clock A. M., and a few minutes before 12 M. the "Yantic" of 900 tons, swung around and was moored in the dock under her own steam, after which the work of pumping the dock out was commenced and finished about 2:30 o'clock P. M., some little delay occurring in trimming the vessel. The ship settled nicely down on the blocks and was greatly admired for the beauty of her model. She was docked by Master Shipwright William F. Smith and the Simpson force of workmen.

The construction of this dock was commenced in December, 1887. The time limit expressed in the contract was two years, but the time consumed was only 21 months, and had it not been for a flood in April, the structure would have been ready to receive a vessel in July.

The dock is built upon pile foundations throughout, the floor piling being driven in rows, spaced three feet between centers transversely and four feet longitudinally, upon which heavy fore-and-aft timbers of Georgia pine are fitted longitudinally. Upon these fore-and-aft timbers placed traversely four feet between centers, are firmly secured heavy Georgia-pine floor-timbers. Upon these floor-timbers are laid longitudinally Georgia-pine planking, thus forming the working floor. The keel blocks are additionally supported by four rows of piles and capped with heavy Georgia-pine timber, running fore and aft to the dock. The heads of all foundation piles are also inclosed in a continuous bed of Portland cement concrete, which concrete also fills all spaces between timbers and rises to the planking or working floor. Open concrete drains or sluice-ways are provided on each side of the keel-way beneath the floor-timbers, leading to the drainage culvert and well near the entrance of the dock. The sides and head of the dock have an inclination of about 45 degrees; the altars, or steps, are all of Georgia-pine timber, having a rise of eight inches and a 10-inch head, securely bolted to sidebrace timbers, which are supported by piles and abut upon the ends of the floor-timbers. The altars are locked with clay-puddle, as the sides are built up, and the five upper courses of altars and the coping are thoroughly treated with wood-creosote oil. The bilge-blocks slide upon oak bearers placed upon every third floor-timber. The iron caisson for closing the dock bears against rubber packing, attached to sill and abutments the whole length of the keel and stem, no grooves being used. Two gate or caisson sills are provided, the outer one for use in repairing the main or inner sill. Means of egress and in-

gress are provided by the continuous altars, or steps, of the dock, thus materially aiding dispatch and economy in the work of repairs to vessels occupying the dock. The dimensions of this dock are as follows:

Length over all coping	530	feet.
Length over all inside of caisson	500	feet.
Width on top amidship	130	feet.
Width on floor amidship	50	feet.
Width on floor at entrance	53	feet.
Width on top at entrance	85	feet.
Depth of gate-sill below coping	30½	feet.
Depth of gate-sill below high water	25½	feet.

The machinery for operating the dock consists of two centrifugal-pumps, each 42 inches in diameter, driven by two vertical engines 28 inches in diameter of cylinder by 24 inches stroke, with adjustable cut-offs, steam power being furnished by three steel Scotch boilers 13 feet in diameter and 11 feet long.

These pumps have a capacity of 80,000 gallons per minute, enabling the dock to be emptied of water (without a vessel) in about 90 minutes and with a vessel of moderate displacement in much less time. The dock is filled by means of culverts running through the caisson; there are eight flood gates 22 inches in diameter, operated by handwheels on the pump-deck of caisson.

The contract price of this dock complete was $500,000.

BUILDING OF THE "RALEIGH" AND "TEXAS."

The year 1889 saw the beginning of work on the great ships which have since played an important part in American naval war history. On June 1st work was begun on the "Texas," and Naval Constructor Francis T. Bowles bent all his energies not only to build three powerful ships,—"Texas," "Amphitrite" and "Raleigh," —but to make the yard reach the high standard of efficiency which it has eventually attained.

The "Raleigh" was launched on the 31st of March, 1892. The history of this vessel and of her sister-ship, the "Cincinnati," which was built at the Brooklyn Navy Yard, is interesting. They were authorized by Congress as vessels of about 3,000 tons displacement, under the Act of September 7, 1888. The limit of price for each, exclusive of armament and of bonus for extra speed, was fixed at $1,000,000.

The plans were duly made, and called for an average speed of 19 knots, maintained for four consecutive hours, with a premium of $50,000 for each quarter-knot additional, and a deduction of the same amount for each quarter-knot of deficiency. When the House Naval Committee reported in favor of building the "Raleigh" and "Cincinnati," it described them as follows: "The 3,000 ton vessel will be large enough to carry an efficient armament, and provide comfortable quarters for officers and men, with fuel to steam ten or twelve thousand knots at 10 knots an hour. We hope to get in these cruisers 20 knots speed, but have fixed the guaranty of the contractors at 19 knots as a margin for safety." But when during the summer of 1889, proposals were opened for these two vessels, it was found that the bidders, so far from expecting to earn a bonus of $200,000 by getting a speed of 20 knots, were unwilling to guarantee even 19 knots, except at a price higher than the one fixed by Congress. Accordingly Secretary Tracy promptly decided to take advantage of the provision in the Act for building these vessels in the Navy Yard should the bidding be unsatisfactory. Number 7, the "Cincinnati," was assigned to the Brooklyn Navy Yard, on the site where the "Tennessee" and "Java" were built, while No. 8, the "Raleigh," was assigned to the Norfolk Navy Yard, on the slip north of the one used for the "Texas." The chief constructor gave orders to begin work on the "Raleigh" under date of September 25, 1889. The first keel-plate was laid the 19th of December, 1889. In pursuance of the plan of naming second-class ships after cities, the President decided that cruiser No. 8 should be called the "Raleigh." She has a length of 300 feet on the load water-line and an extreme breadth of 42 feet. At her mean normal draught of 18 feet of sea-water, her displacement is about 3,180 tons, the maximum

draught then being about 19 feet. She has two sets of engines, working two screws. It was estimated that her engines would develop 10,000 indicated horsepower at full power, with a steam pressure of 160 pounds. This drives the ship at 20 knots. Her coal supply at normal draught is 400 tons, the bunkers hold 675 tons and with this supply she can steam 1,500 miles at full power, or 10,500 at 10 knots, her most economical speed. The engines are of the triple-expansion, vertical, inverted, direct acting type with two low-pressure cylinders. Her cylinders are 36, 53 and 57 inches in diameter, with a common stroke of 33 inches. Steam is supplied by four double-ended boilers, and two single-ended ones to be used as auxiliaries. The grate surface is 597 square feet and the heating surface, 19,382 square feet. The closed ash-pit system of forced draught is used. The condensers have each 7,000 square feet of cooling surface. The revolutions at full power are 164 per minute.

The main and auxiliary engines occupy four water-tight compartments, and the boilers, four others. The water-tight subdivisions at the ends of the ship are very complete. The protective-deck is one inch thick on the flat, two inches on the slopes at the ends and 2½ inches on the slopes amidships. A coffer-dam, to be filled with woodite, or cellulose, extends around the ship in the wake of the water-line on the protective deck. The ship has poop and forecastle-decks, with an open gun-deck between the bridges extending along the tops of the hammock berthings, connecting the poop and forecastle. The rig is that of a two-masted schooner, spreading 7,210 square feet of sail. The boats are stored on skid-beams between the two fore and aft bridges.

The main armament consists of one 6-inch B. L. R., mounted on the forecastle, and having an arc of train of 270 degrees from quarter to quarter; 10 5-inch rapid-firing guns—two mounted on the poop and the after two on the gun-deck train from right astern to 60 degrees forward of the beam, the two forward ones on the gun-deck train from right ahead to 60 degrees abaft the beam. The auxiliary armaments consists of eight 6-inch rapid-firing guns mounted, four over the forward and after sponsons on forecastle and poop, two on gun-deck forward, and two on the gun-deck amidships; four 1-pounders mounted, two on gun-deck aft (in captain's after-cabin), and two on the bridges; two Gatlings mounted on the tops. The forward and the after 5-inch guns on the gun-deck are protected by 4-inch armor. The other sponsons have 1-inch armor plates. The conning tower is two inches thick, as well as the tube leading from it to the protective-deck. There are six above-water torpedo tubes; fixed ones ahead and astern, and the training ones on each bow and quarter.

The tubes are of the Howell pattern, using gunpowder to project the torpedo. The ship is lighted by electricity, the plant consisting of two engines and dynamos, each with an output of 200 amperes at a constant potential of 80 volts. In addition to all necessary lights for illumination and signaling, there are three Mangin searchlight projectors. The lights are arranged in sections on independent conductors, all controlled from a switch-board in the dynamo-room, so arranged that either of the dynamos can be put on any or all of the arc or incandescent circuits.

The engine-power of the "Raleigh" was relatively larger than that of any other vessel of the U. S. Navy except the "Vesuvius" and torpedo boats, occurring as it does in conjunction with a larger battery power, necessitating a larger crew. The complement is about 320,—24 officers, 34 marines and a crew of 266. The rudder is partially balanced. Its weight is about seven and a half tons. The ordinary right and left steering gear is used, actuated by a powerful steam steering-engine below the protective deck. She cost $1,641,915.74. The actual weight of the ship when launched was 1,140 tons. The "Raleigh" was the first vessel of the new navy to be built complete by the government.

Naval Constructor Francis T. Bowles was congratulated for the beautiful launch and the

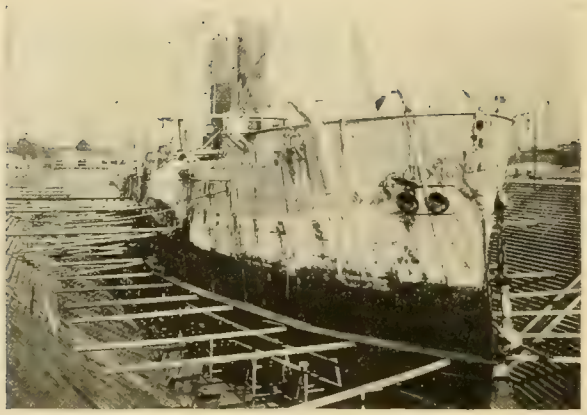
successful manner in which the ship was built.

The U. S. battle-ship "Texas," now one of the most historic figures in America's new steel navy, was launched from our Navy Yard on the 28th of June, 1892, at 11:17 o'clock A. M., in the presence of a vast concourse of people. The rain was pouring down and the Navy Yard was literally a sea of umbrellas.

Miss Madge Williams of Texas, who had been selected to christen the ship, was dressed in a navy blue yachting suit, trimmed with braid. A large golden star, symbolic of the State she represented, was worked on the collar, and a smaller one on the front of her "chic" yachting cap. On the launching platform were Miss Madge Williams and her mother, Lieut. Hillary P. Jones, Commander W. S. Cowles, U. S. Navy, Commodore A. W. Weaver, commandant of the Navy Yard, Passed Assistant Engineer Kenneth McAlpine, Assistant Surgeon Shirley Hope, R. E. Glassett, Hon. George E. Bowden, S. S. Nottinham, Mayor S. Marx and Mayor-elect A. B. Cooke of Norfolk, W. J. Rodgers, Capt. B. P. Loyall, Capt. W. R. Mayo, W. S. Langhorne, Dr. James Parrish, O. V. Smith, Esq., Col. Harry Hodges, Capt. William H. Murdaugh, Postmaster A. H. Lindsay, John C. Niemeyer, Capt. James W. McCarrick, J. G. Fiveash; the commanding and other officers of the Brazilian man-of-war "Almirante Borroso," and a number of ladies. All the steamers in the harbor were gaily dressed in bunting. Miss Williams with the bottle in her hands stood with Commander Cowles on her right and Lieut. Hillary P. Jones on her left and at a signal from Naval Constructor Francis T. Bowles as the "Texas" started slowly to glide into her native element. Miss Williams broke the bottle and in a clear voice cried: "I christen thee Texas." Then amidst the hurrahs and yells, the tooting and screeching of steam whistles and the playing of the band, the ship shot with great rapidity to the water, snapping immense hawsers as though made of paper twine, until her headway had been checked, the whole time being only 46 seconds. The ship was swung around with lines, and tugs fastened on and towed her around to the dock. The launching was a grand success, there not being the slightest hitch in any particular, and was a noted event in the career of Naval Constructor Francis T. Bowles, now the Chief Constructor of the Navy.

The U. S. S. "Texas" is a steel-armored, twin-screw, second class battleship of 6,335 tons normal displacement; length between perpendiculars, 290 feet; extreme breadth, 64 feet one inch; molded depth 39 feet eight inches; designed draft of water forward 22 feet; designed draft of water aft 23 feet; the mean draft will be 22 feet six inches. When carrying about 500 tons of coal, she can steam 1,110 miles at her estimated highest speed 17 knots, or 8,500 miles at 10 knots. There is bunker capacity, however, for 450 additional tons. The main armament consists of two 12-inch breech-loading guns, each weighing 46 1-2 tons, mounted in two turrets *en echelon*,—one being on the starboard side aft, the other on the port side forward,—having a complete broadside range on their respective sides, the forward or port gun also having a range of 40 degrees on the starboard side, and the after gun 70 degrees on the port side; with six 6-inch breech-loading guns, one mounted forward and one aft on the upper deck, as bow and stern-chasers, each having a range of 120 degrees, the others being mounted in sponsons on the main-deck. The secondary battery consists of four 6-pounder and four 3-pounder rapid-firing guns, with four 47-pounder Hotchkiss guns, all mounted on the gun-deck behind 1½ inch plating; two Gatling guns and two Hotchkiss guns mounted on the bridge, the same in military tops, and two 3-pounder rapid-firing guns on the flying bridge. There are six torpedo tubes, one in the bow, one in the stern and two on each side; a strong ram bow adds to her effective powers.

The turrets are armored with 12 inches of steel and their bases with 12 inches of steel, which also protects the hydraulic machinery



THE SPANISH CRUISER "REINA MERCEDES" IN THE SIMPSON DRY DOCK



THE U. S. S. "TEXAS."



THE U. S. SUBMARINE BOAT "HOLLAND" IN THE STONE DRY DOCK.



GUNS TAKEN FROM THE SPANISH CRUISER "ALMIRANTE OQUENDO" IN NAVY YARD PARK.



THE U. S. SUBMARINE BOAT "HOLLAND" IN THE STONE DRY DOCK.



STERN-PLATE OF U. S. S. "SAN FRANCISCO," SHOWING THE HOLE CAUSED BY A SHOT FIRED FROM MORRO CASTLE, WHICH WAS THE LAST SHOT FIRED DURING THE WAR WITH SPAIN.

for working the guns, and the smoke-pipe casings. A belt of steel armor 12 inches thick, extending two feet above the designed water line, 4½ feet below it and 116 feet in length, protects the boilers and engines. A protective-deck of 2-inch steel is laid above the armor-belt; beyond this belt it is inclined downward toward the extremities and sides and is three inches thick on the slopes. At the ends of the belt are diagonal armored-bulkheads of 6-inch steel pointed toward the bow and stern, whose oblique surface afford additional protection. This protective-deck carries the massive supports for the redoubt on the deck above and have coal bunkers at the side and extending athwartship which protect this support; all the hatches and openings on this deck have coffer-dams. The top of the redoubt is covered with a 2-inch steel deck; the redoubt is continuous, and is accessible only from the protective-deck and is built on the cellular system. A double bottom extends under the engines, boilers and magazines, and is divided both longitudinally and transversely into numerous water-tight compartments. This double bottom is continued fore and aft by the floors of store-rooms, etc., and the extremities are arranged as trimming-tanks. The space between the double bottom and the protective-deck is subdivided into many water-tight compartments whose numerous bulkheads add to the ship's strength; there are 129 of these compartments, all connected to steam and hand-pumps by an extensive drainage system, thus minimizing the disastrous effects of the ram and torpedo; in the wake of the armor-belt, the ship has a triple skin as there is a wing passage outboard the coal bunkers. In the coal bunkers above the protective-deck there is a fore-and-aft water-tight bulkhead girder extending five feet above the water-line, giving the ship a triple skin to this height. The boilers and engines are contained in six water-tight compartments below the protective-deck, three on each side, with a central passage providing protective communication between the extremities of the ship; below this passage and between the boiler rooms are situated the magazines and shell-rooms. Above the turrets is a flying-deck for navigating the ship, on which boats are stowed; two second-class torpedo boats are carried in addition to the usual complement.

The ship is lighted throughout by electricity and carries two powerful electric search-lights and two smaller searchlights for boat use; ample ventilation of magazines, store-rooms and quarters is provided, also fresh water distilleries. There is a steam steering-engine below the protective deck and a steam capstan and windlass on the main and upper-decks forward.

The ship is driven by two sets of triple-expansion engines, of the vertical, inverted direct-acting type, capable of developing 5,800 horse-power with natural draft, and 8,600 with an air pressure of two inches of water. The engines occupy two water-tight compartments, each set having three cylinders 36, 57 and 78 inches in diameter, with a common stroke of 39 inches. There are four double-ended steel boilers 14 feet in diameter and 17 feet long, of the horizontal return-fire tubular type, each having six corrugated furnace-flues, total heating surface of about 17,000 square feet, total grate surface about 500 square feet; the working pressure is 150 pounds per square inch. All four boilers are connected to one smoke-pipe; the closed fire-room system of forced draught is used. The condensers are made entirely of composition and nuntz metal, with independent, circulating and air pumps.

Piston-valves are used for the high pressure and intermediate cylinders and a double-parted balance slide-valve on the bow pressure, with double bar-links. The engine-framing and bed-plates are cut of cast steel; the hollow shafting, piston-rods, connecting-rods, and working parts are generally of forged steel. The propellers are four-bladed and 14 feet six inches in diameter. The machinery was built by the Richmond Locomotive & Machine Works, of Richmond, Virginia.

The "Texas" holds a prominent position in the development of the new navy. The major-

ity of the ships laid down prior to the "Texas" were more or less reproductions of the best cruisers built in Europe, but when the first battle-ship and armored cruiser were authorized, the Secretary of the Navy offered a prize of $15,000 for the best design for either vessel, competition being thrown open to the world, as he desired to secure the best talent wherever found, judging that, although American constructors, engineers and ordnance officers had but slight experience at that time in designing such ships, their ingenuity and talent would keep the navy in the front rank for future work. The accuracy of the judgment is shown by the battle-ships and cruisers designed by these same officers not four years afterward, which excel anything designed abroad.

The construction of the "Texas" was authorized by Act of Congress approved August 3rd, 1886, and a circular embodying the conditions of the competition, the principal requirements and data, were issued August 21, 1886. Numerous designs were submitted, and in the spring of 1887 the board of naval experts unanimously decided that the best was that submitted by William John, an English naval architect of the highest reputation, who had recently died. Mr. John described his design in a paper read before the Institute of Naval Architects at its annual meeting in London in 1888, and it was favorably regarded by the eminent naval officers and constructors present. The same Act of Congress authorized the building of this battle-ship at a navy yard, and the Norfolk Navy Yard was selected. At that time it was entirely lacking in the mechanical appliances and other necessary facilities of a modern ship-building plant, and the workmen were totally inexperienced in building steel ships. Much time was necessarily occupied in forming the nucleus of a plant, and in organizing and instructing the workmen, and it was not until June 11, 1889, that the first keel-plate was laid. At this period, the manufacture of steel for ship-building purposes was but partially developed and the output of the steel makers could not supply the demand from public and private shipyards. The material for each portion of a ship's structure is ordered of the dimensions required in the order in which it will be needed, and can only be used in its proper place; but the material was delivered so irregularly that many vexatious delays ensued.

The stern-post was ordered in July, 1889, but it was not completely delivered until August, 1890, more than a year afterward, thus necessitating suspension of the work on the after portion of the ship during this long period; the steel plates for the protective-decks were ordered in November, 1889, the contract requiring them to be delivered in 60 days thereafter, yet they were not half delivered until June, 1890, and the order was not completed until May, 1891; during this long period the greater portion of the work to be done above the protective-deck was necessarily at a stand-still; at the time of the launching, none of the armor had been received.

The contractors for the structural plating of the "Texas" caused excessive delays by their irregular deliveries. Six months after the beginning of the "Texas," the cruiser "Raleigh" was laid down and launched in March and the double turreted monitor "Amphitrite" had been rebuilt and made ready for her armor, though none of it had been received up to this time. That this could be done is an evidence of the rapidity with which the plant and organization had been advanced; and at that time the workmanship at the Navy Yard was unsurpassed and the largest battle-ship could be built with economy and dispatch. The "Texas" was the first battle-ship of the new steel navy; a single shot can totally disable a cruiser, but the armored battle-ship has much greater endurance and can take the risk of receiving the fire of heavy guns, knowing that the vitals of the ship are protected by armor.

In cruisers armor is sacrificed to speed and coal endurance, and they are expected to use their superior speed to escape from more powerful ships. In battle-ships speed is sacrificed to armor and armament; two or more large guns are carried, and the loading mechanism,

crew and machinery are protected from immediate destruction by armor; they are expected to take part in hotly contested sea-fights, where hard blows and stubborn endurance will win the day. The battle-ship differs from the monitor in carrying the heavy guns high above the water so that they can be used in all ordinary weather at sea and in carrying numerous additional breech-loading and rapid-firing guns. The space not occupied by these guns affords commodious quarters for the crew; the monitor's heavy guns can not be used in rough water and only a few of the smallest rapid-firing guns can be carried. The structure of a battle-ship is far more complete than that of a cruiser. Not only is there a far more extensive subdivision, but there are the supports and strengthening for armor and armament and the mechanism for loading and manipulating the guns, all of which must be light and yet amply strong.

THE INTERNATIONAL COLUMBIAN NAVAL RENDEZVOUS.

The great International Columbian Naval Rendezvous in Hampton Roads, celebrating the 400th anniversary of the discovery of America by Christopher Columbus, was an event which will long be remembered by the inhabitants of Norfolk County; never before had such a grand naval pageant been beheld on the waters of the "King's Chamber."

On the 25th of April, 1890, Congress authorized the President to extend invitations to foreign nations to send ships or war to join the United States Navy Yard in rendezvous at Hampton Roads and proceed thence to the review. Pursuant to this, the 26th of April, 1893, was announced as the date fixed for the rendezvous. Another Act of Congress provided for the construction in Spain of reproductions of two of the caravels of Columbus in order that they might be a feature of the review and a third caravel, a duplicate of the largest vessel of Columbus, the "Santa Maria," was built by the Spanish government and sent across the Atlantic to participate in the celebration.

Rear-Admiral Bancroft Gherardi was directed by the Secretary of the Navy to assume command on the 1st of March, 1893, of the fleet for the naval review and he directed the organization of the United States fleet. Commander-in-chief, Rear-Admiral Bancroft Gherardi, U. S. Navy; commanding First Squadron, Rear-Admiral A. E. K. Benham, U. S. Navy; Commanding Second Squadron, Rear-Admiral John G. Walker, U. S. Navy.

FORMATION	NAME OF SHIP	TYPE
Flag of Commander-in-Chief.	"Philadelphia"	Protected cruiser
Dispatch Boat.	"Cushing."	Torpedo boat
	FIRST SQUADRON.	
SECTION No. 1.		
1. Leader.	"Newark" flag.	Protected cruiser
2. Mate.	"Atlanta."	Partially Protected cruiser
SECTION No. 2.		
3. Leader.	"San Francisco."	Protected cruiser
4. Mate.	"Bancroft."	Gun vessel
SECTION No. 3.		
5. Mate.	"Bennington"	Cruiser
6. Leader.	"Baltimore."	Protected cruiser
	SECOND SQUADRON.	
SECTION No. 4.		
7. Leader.	"Chicago" (flag).	Partially Protected cruiser
8. Mate.	"Yorktown."	Cruiser
SECTION No. 5.		
9. Leader.	"Charleston."	Protected cruiser
10. Mate.	"Vesuvius."	Dynamite-gun vessel
SECTION No. 6.		
11. Mate.	"Concord."	Cruiser
12. Leader.	"Miantonomoh."	Double-turreted Monitor

By the end of March the "Philadelphia," "Atlanta," "Baltimore," "Chicago," "Yorktown," "Charleston," "Vesuvius," "Concord" and "Cushing" were assembled at Hampton Roads. The rest of the United States vessels arrived early in April except the "Miantonomoh," which did not join the fleet until it arrived in the Hudson River. The two caravels, "Nina" and "Pinta" were towed from Europe to Havana, Cuba, by the "Newark" and "Bennington" and there turned over to the Spanish authorities. The "Santa Maria" was sent to Havana by the Spanish government.

When anchored at Hampton Roads in the rendezvous formation, upon the completion of some preliminary exercises for which they had been sent by squadrons to the mouth of Chesa-

peake Bay, the United States ships lay on the north side of the Roads, the flagship "Philadelphia" being abreast of Old Point Comfort wharf, with the First Squadron to the eastward of her and the Second Squadron to the westward, the ships at single anchor and about two cables apart. The "Vesuvius" was given an inshore berth.

The first foreign ship to arrive was the Russian cruiser "General Admiral," on the 8th of April. The Russian cruiser "Rynda" arrived on the first and the Italian cruiser "Giovanni Bausan" as well as the French cruiser "Jean Bart," on the 16th of April, after which foreign ships came in from day to day until the 23rd of April, when the accession of the Brazilian squadron made the foreign fleet complete with the exception of the Russian flagship, "Dmitri Donskoi," and the Argentine cruiser "Nueve de Julio," both of which joined the assembled fleet in New York. The visiting ships on their arrival were berthed in two columns abreast of the United States fleet, but a little farther to the southward and arranged so the nationalities should be together. The national salutes were fired by the foreign ships coming into the roads and returned from Fortress Monroe.

On the 17th of April the English squadron, composed of the flag-ship "Blake," "Australia," Magicienne," "Tartar" and "Partridge," under the command of Vice-Admiral Sir John O. Hopkins, K. C. B., came in and was assigned a position at the head of the foreign column, with the "Blake" abreast the "Philadelphia" and the "Partridge" at the seaward end of the squadron—the latter was ordered south two days afterward.

The French flag-ship "Arethuse," Rear-Admiral H. d'Abel de Libran, entered the Roads on the 19th and took her station at the head of the French squadron. The Italian flagship "Etna," Rear-Admiral G. B. Magnaghi, arrived on the 20th. The three vessels of the Spanish squadron, the "Infanta Isabel," "Reina Regente" and "Neuva Espana," each with a caravel in tow, stood in past the ships at anchor and then turning steamed back to their position at the eastern end of the third column, abreast the English squadron, the caravels being berthed near them.

After getting well in past the columns of war-ships, one caravel, the "Santa Maria," had cast off her line. Then making all sail she *stood down,* before a moderate westerly breeze, between the United States ships and the second column, presenting a most interesting and picturesque sight. She was afterward taken to a berth near the Spanish flag-ship.

The fleet dressed ship on the 22nd in honor of the anniversary of the marriage of the King and Queen of Italy, and a national salute was fired at 8 A. M., at noon and at sunset. The dispatch vessel "Dolphin," designated as the reviewing ship, had joined the fleet on the 14th of April and had left on the 19th for Annapolis, Maryland, where Hon. Hillary A. Herbert, Secretary of the Navy, embarked. They arrived on the 22nd, flying the Secretary's flag. As she approached and stood in between the United States column and the visiting squadrons, salutes of 17 guns each, in honor of the Secretary, were fired by the fort on shore, by the "Philadelphia," and by each foreign flag or senior officer's ship. The salutes, fired in succession, were returned by the "Dolphin," those fired by foreign ships being returned gun for gun, with the flag of the foreign nation at the fore in each case. Immediately upon letting go her anchor the "Dolphin" dressed ship, as the fleet had done at 8 A. M. On the 23rd of April the Spanish squadron departed for New York with the caravels in tow. On the evening of the same day the Brazilian squadron arrived, under command of Rear-Admiral Julio de Noronha, this squadron comprising the "Aquidaban" (flag-ship), "Tiradentes" and "Republica."

While the ships were at Hampton Roads, entertainments to the foreign officers were given on board of the United States vessels and a grand ball was given at Norfolk.

International boat races took place at Norfolk and at Old Point Comfort, prizes for the winning crews being given by the citizens.

On the 24th of April the combined fleet

left Hampton Roads. For the United States fleet, which weighed anchor first, the preparatory signal to get under way was made at 8:45 A. M. At this time the ships were riding to the ebb, and the "Newark" had shifted from a berth next the "Phildelphia" to one at the eastern end of the column. The signal of execution was made at 9 o'clock A. M.

"The Newark" got under way and steamed at five knots along the northern side of the column, followed in succession by each ship of the United States fleet. This movement formed the fleet in column, natural order, heading to the southward of west, ships 300 yards apart between centers.

The "Philadelphia" got under way in time to take a position ahead of the "Newark." The "Dolphin," flying the Secretary of the Navy's flag, weighed and stood out independently, off the starboard bow of the "Philadelphia."

When the United States fleet was under way, well closed up, full speed—eight knots—was signalled, and before reaching Newport News Middle Ground the column countermarched to port. The "Dolphin" stopped at the turn, while the United States fleet passed in review. Returning, the column passed between the visiting squadrons at anchor and Old Point.

The United States fleet then slowed to half-speed until the visiting squadrons got into their assigned positions when full speed was resumed.

The composition of the fleet as it sailed from Hampton Roads was as follows:

PORT COLUMN.	NO. OF SHIPS.	STARBOARD COLUMN.	NO. OF SHIPS.
United States	12	England	4
Holland	1	Russia	2
Germany	2	France	3
	—	Italy	2
Total	15	Brazil	3
			—
		Total	14

In this order, with an interval of 600 yards between the two columns, and with the ships in each column separated by distances of 300 yards, the combined fleet of eight nations stood out from the capes of the Chesapeake Bay and shaped an offshore course for New York.

Naval Constructor Bowles, on July 9, 1894, reported the progress of work on the "Texas," "Amphitrite" and "Raleigh," together with a tabular statement as to repair work on the "Atlanta," "Bancroft," "Charleston," "Concord," "Constellation," "Detroit," "Dolphin," "Essex," "Fern," "Miantonomoh," "Monongahela," "Montgomery," "Newark," "Nantucket," "Portsmouth," "Standish," "Vesuvius," "Wyandotte," "Wahneta" and yard launches. He also made suggestions for various improvements in the yard, as follows:

(1) Dry dock No. 1 (stone-dock) is limited in capacity to vessels of the size of the "Atlanta," and if lengthened 100 feet could be used for all the cruiser class of vessels, which would increase its usefulness to a very large extent.

(2) Dry dock No. 2 is so constructed at the gate that it can not be used for docking the battle-ships now building, and it will be exceedingly dangerous to attempt the docking of the "Texas" or armored cruisers in this dock when at the load-draft. An additional dry dock of sufficient size for these vessels is recommended, and the importance and necessity of beginning at the earliest possible moment the construction of such a dock at this navy yard can not be overestimated. An available and desirable site adjoins dry dock No. 2.

(3) The difficulty of berthing ships at this navy yard, owing to insufficient wharfage, has been frequently experienced during the past year, and the necessity for berthing ships at a considerable distance from the shops has delayed and increased the cost of the work of repairs. It has occurred several times during the past year that both dry docks were in use, and every berth at the wharves occupied. On two occasions it was necessary to berth a ship at St. Helena, opposite the navy yard. It is recommended that the timber-basin, no longer required for the original purpose, be cleared out and converted into a fitting basin by building a wall and gate across the continuation of Rowan avenue, utilizing that portion of the dock to the west for spar timber, the eastern portion to be deepened and provided with retaining walls and a pontoon bridge at the eastern end.

(4) The shipfitters' shop has proved of entirely inadequate capacity for carrying on the work of the department. It is too small for the machines it now contains, and the equipment of tools is not more than half what it should be. My recommendation of last year in regard to this matter is, therefore, renewed and urged, especially in view of the fact that the smithery (building No. 9) has continued to develop serious defects, and, in order to obtain necessary space for the

tinners, the tinshop has been moved to the spar-shed (building No. 28).

It is therefore suggested that a new shipfitters' shop be erected in the vacant lot adjacent to the timber-basin, which shall have wings and galleries, and be fitted with traveling cranes, elevators and all modern appliances, electric plant, new shop engine and boilers, and additional machine tools, and be connected with the railroad system of the yard.

In building No. 42, thus vacated, it is proposed to locate the foundry at the north end, utilizing the present chimney, enlarging the plant with cupolas and cranes, the south end of this building to be rearranged in two stories for plumbers, coppersmiths, tinsmiths, and pipe-fitters.

Building No. 9, the present smithery, to be torn down and a new one erected having iron framework and corrugated iron sides and roof, and be supplied with a 5,000-pound steam-hammer, a new reverberatory furnace, and the jobbing, angle, beam forges to be rearranged.

Estimated cost of changes, and installation of tools, rearrangement of shop interiors, and new tools and equipments, $150,000.

(5) When ships in dry dock or in the vicinity are undergoing repairs, much time is lost by the workmen in going to and from the shops, which are 2,000 feet distant. It is suggested that a one-story shop with a shed at each end, be built between the two dry docks and supplied with a small outfit of machinery and a motive engine of 40-horsepower, for which steam could be obtained from the pump-house. The sheds would provide convenient stowage for docking gear and cover for stage plank shores, horses, etc., which deteriorate rapidly from exposure. The estimated cost of machinery for this shop and for erecting and installing the plant is $20,000.

(6) A locomotive 10-ton traveling crane and car would greatly reduce the cost of handling the material of this department, $4,300.

(7) A floating, self-propelling derrick with revolving jib, having a capacity of 80 tons, is very necessary and could be built and maintained by this department to advantage. The facilities now available for handling heavy weights are inadequate to the work of the yard, $75,000.

SUMMARY.

4.	Changes and installation of tools, rearrangement of shop interiors, new tools and equipments	$150,000
5.	Machinery for new one-story shop, to be located between the two dry docks, and for erecting and installing plant in same	20,000
6.	A locomotive 10-ton traveling crane and car	4,300
7.	A floating, self-propelling derrick, 80 tons capacity	75,000
		$249,300

On July 6, 1895, Naval Constructor Bowles submitted a report giving a detailed description of the work done on the "Texas," "Amphitrite" and "Raleigh," from July 1, 1894, to June 30, 1895, including the condition of the work at the latter date, and the estimated date of readiness for trial, also a statement of the repair work done during the previous year.

On the "Texas," 98 per cent. of the work has been completed, based on the final completion of the vessel and outfit, ready for sea.

The "Amphitrite" was reported ready to go into commission April 16, 1895, and complete in all matters pertaining to the Bureau of Construction and Repair, the equipage having been put on board. She went into commission April 23, 1895, and sailed from the yard May 9, 1895, when the draft of water was 13 feet 9⅛ inches forward and 14 feet 5½ inches aft.

In a letter dated August 5, 1894, Naval Constructor Bowles reported the "Raleigh" complete, fitted out and ready for sea, as far as the work of the Bureau of Construction was concerned. The "Raleigh" left the Navy Yard September 8, 1894, at 1 P. M., all stores, ammunition, water and coal on board, and boilers at steaming level. With the exception of torpedoes, she was fully equipped. The draft of water forward was 18 feet nine inches and aft, 20 feet. Her displacement was 3,485 tons. The "Raleigh" returned to the yard a second time on October 23, 1894, to have the ventilation of her fire-room improved, and left January 21, 1895.

When Naval Constructor Bowles was ordered from this yard, many testimonials of sincere regret were tendered him. The mechanics and clerks passed resolutions expressing their high appreciation and the people of Norfolk County generally feel that they owe him a debt of gratitude for his work in upbuilding this great naval station.

On July 14, 1896, Naval Constructor A. W. Stahl reported on the work done on the "Texas," "Amphitrite" and Steam Tug No. 5, and also gave a statement as to the repair work done during the fiscal year 1896, ending June 30th.

The "Texas" went into commission August

15, 1895, and left the Navy Yard September 5, 1895. The draft of water forward was 21 feet 6½ inches, and aft, 23 feet 4¾ inches.

On January 4, 1896, the "Texas" returned to the yard. She went out of commission January 27, 1896, in order that certain desirable alterations and improvements in her construction might be carried out. The work was begun January 6, 1896, and was still in progress at the date of the report. It was thought that the ship would be ready for sea in all respects in matters coming under the Bureau of Construction and repair by August 31, 1896.

The "Amphitrite" arrived at the Navy Yard in August, 1895, in order that the board, of which Commodore T. O. Selfridge, U. S. Navy, was president, might inspect her and make recommendations and estimates for the improvement of the ventilation of her boiler and engine-rooms, and the reduction of the excessive temperature in her living spaces. The work recommended by the board was authorized by a letter from the Bureau, dated September 9, 1895. Work was begun at once and completed November 15, 1895, the vessel leaving the yard November 20, 1895.

The work on Steam Tug No. 5 ("Samoset"), of which the keel was laid January 13, 1896, was stopped on February 8, 1896, on account of lack of funds. On June 13, 1896, work was resumed, additional money having become available by the passage of the naval appropriation bill.

The work on the "Texas," as shown in the report of the naval constructor of the Norfolk Navy Yard for the fiscal year ending June 30, 1897, consisted in completing the changes which had been authorized and most of which had been completed prior to July 1, 1896. The principal work completed after that date consisted in shifting hydraulic pumps to redoubt, overhauling hydraulic turning-gear, alterations in engine-room ventilation system, fitting electric fans in redoubt, recalking decks, painting and cementing, inclining experiment and other items of minor importance. The vessel went into commission July 20, 1896, and left the yard August 25th following.

The keel of the "Samoset" (Steam Tug No. 5) had been laid and the stem and sternpost erected prior to July 1, 1896. Subsequent to that date all work was completed except davits and stanchions, plumbing, scuppers, steering arrangements, towing bitts, fittings for running lights, painting and other minor items, which were all partially completed. The work was reported as 96 per cent. completed on July 1, 1897, and the estimated date of completion, ready for trial, was given as August 10, 1897.

Among the vessels on which repair work was done during the fiscal year ending June 30, 1897, were the "Fortune," "Raleigh," "Columbia," "Standish," "Montgomery," "Franklin" "Cushing," "Newark," "Wahneta," "Maine," "Fern," "Castine," "Amphitrite," "New York," "Monongahela," "Massachusetts."

During the Spanish-American War the Navy Yard was the scene of great activity and many ships were fitted out for war service. The sailing of the Spanish fleet from Cadiz, Spain, was a matter of intense interest at this seaport and many torpedoes were planted between Fortress Monroe and the Rip Raps to protect this harbor against Admiral Cervera's fleet. Guard-boats were stationed at Old Point to pilot friendly vessels to and fro through the narrow opening in the line of torpedoes, which was to be closed on the appearance of a hostile fleet off the capes of Virginia.

The following is an outline of the work done at the Norfolk Navy Yard upon vessels under construction or out of commission during the fiscal year ending June 30, 1898:

U. S. S. "Newark."—This vessel was surveyed in April, 1897, and work upon her authorized July 1, 1897. The work consisted mainly of laying new main deck, installing eight improved electric ammunition hoists for 6-inch rapid-firing guns, and a thorough and complete overhauling of the entire vessel, preparatory to recommissioning. The vessel was

commissioned on May 21, 1898, and left the yard on June 15th.

U. S. tug "Fortune."—This tug was surveyed on May 11, 1893, and work begun October 10, 1896, since which time there were frequent delays on account of lack of funds and the necessity of putting the men on more urgent work. The work upon her during the fiscal year consisted of rebuilding the interior and joiner work of the vessel. The work was about 60 per cent. completed.

U. S. torpedo boat "Foote."—This vessel was delivered at the yard by the contractors July 26, 1897. The work upon her consisted chiefly of the completion of items not finished by the contractors at the time of delivery, and the addition of conveniences, etc., as were necessary to fit the vessel for her first cruise. She was commissioned August 7, 1897, and left the yard August 8, 1897.

U. S. torpedo boat "Winslow."— This vessel was delivered at the yard by the contractors December 22, 1897. The work consisted chiefly of the completion of items not finished by the contractors at the time of delivery, and the addition of conveniences, etc. The vessel was commissioned on December 29, 1897, and left the yard January 6, 1898.

U. S. torpedo boat "Rodgers."—This vessel was delivered at the yard by the contractors March 20, 1898. There were many items of work left incomplete by the contractors which had to be done at the yard, and, in addition, the vessel was subjected to an overhauling and some necessary alterations and additions. She was commissioned April 2, 1898, and left the yard April 17, 1898.

U. S. torpedo boat "McKee."—This vessel was delivered at the yard by the contractors May 22, 1898. The work done upon her consisted of the completion of work left unfinished by the contractors and the fitting of such additional conveniences as were necessary in preparing the vessel for her first cruise. She went into commission May 16, 1898, and left the yard May 27, 1898.

U. S. S. "Nashville."—This vessel arrived at the yard June 19, 1897. The work of fitting her out proceeded at once, and consisted chiefly of installing the battery, alteration to stem, painting hull above water, and such miscellaneous work in connection with the improvement or addition of conveniences as was necessary in preparing the vessel for her first cruise. She was put into commission August 9, 1897, and left the yard September 4, 1897.

The colliers "Merrimac" and "Cassius" were fitted out at this yard. The work upon them consisted chiefly of the installation of such small batteries as were assigned to them, preparation for the accommodation of naval crews, and such overhauling and repairs as were necessary in order to prepare them for naval duty. Work upon the "Merrimac" was begun April 11, 1898, and completed April 23, 1898. Work on the "Cassius" was begun May 23, 1898, and completed June 24, 1898.

U. S. S. "Iris" (distilling ship).—The work on this vessel consisted of that in connection with the installation of the apparatus necessary for the service required of her and such general overhauling and repair, alteration in quarters, etc., as were necessary to enable her to accommodate her naval crew.

The auxiliary gunboats "Apache" and "Yankton" were converted and fitted out at this yard. The work upon them consisted principally of the installation of their batteries, such changes in the interior joiner work, etc., as were necessary in order to accommodate their naval crews, ammunition, etc., and the necessary overhauling and repair. The work upon the "Yankton" was begun April 23, 1898, and completed June 18, 1898. The work upon the "Apache" was begun May 20, 1898, and completed June 23, 1898.

The revenue cutters, "Hamilton," "Morrill," "Windom," "Manning," "Woodbury" and "Hudson," were fitted out for use as auxiliary naval vessels at this yard. The work upon them consisted chiefly of the installation of additional batteries, magazines, such changes in their interiors as were necessary to accommodate the naval crews, and miscel-

laneous items of overhauling and repair incident to their first commissioning. The work on each was completed in April, 1898, except in the case of the "Manning," on which the alterations were concluded on the 3d of the succeeding month.

The light-house tenders "Suwanee," "Maple" and "Armeria," were fitted out at this yard for use as auxiliary naval vessels. The work upon them consisted chiefly of the installation of additional batteries, magazines, such changes in their interior as were necessary to accommodate the naval crews, and miscellaneous items of overhauling and repair incident to their first commissioning. The work on them was completed on the 7th, 10th and 30th of May, 1898.

Repairs were made during the year at the Norfolk Navy Yard on vessels in commission, named herewith: "Alice," "Amphitrite," "Brooklyn," "Cincinnati," "Cushing," "Dolphin," "Dupont," "Ericsson," "Fern," "Foote," "Franklin," "Justin," "Katahdin," "Maine," "Mohawk," "Montgomery," "Nashville," "Niagara," "Osceola," "Porter," "Puritan," "Saturn," "Sioux" "Solace," "Standish," "Sterling," "Terror," "Triton," "Uncas," "Vesuvius," "Vicksburg," "Wahneta," "Wilmington," "Winslow" and "Wompatuck."

For the fiscal year ending June 30, 1899, work was done upon ships under construction or out of commission at the Norfolk Navy Yard, as follows:

U. S. S. "Alexander."—This vessel arrived at the yard September 28, 1898, and was put out of commission November 2, 1898, to be fitted as a collier and manned by a merchant crew. This work, consisting of a general overhauling and refitting, was still in progress June 30, 1899.

U. S. S. "Apache."—This vessel was put out of commission September 24, 1898. In addition to the removal of her battery, the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Buffalo."—This vessel was put out of commission September 24, 1898. In addition to the removal of her battery the only work done on her was such as was necessary for her care and maintenance. She left the yard for the New York yard July 21, 1898.

U. S. S. "Cassius."—This vessel was put out of commission December 29, 1898. In addition to the removal of her battery the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Dorothea."—This vessel was put out of commission on September 20, 1898. In addition to the removal of her battery the only work done on her was such as was necessary to her care and maintenance.

U. S. tug "Fortune."—Frequent delays—at some times on account of lack of funds, and at others due to the necessity of shifting the men to more urgent work, had retarded progress on this vessel. On June 30, 1899, the work was about 80 per cent. completed.

U. S. S. "Frolic."—This vessel was put out of commission September 27, 1898. The ship was docked, her bottom cleaned and painted, and she was given such overhauling as was necessary to fit her for service with the Illinois Naval Militia. This work was completed but by the Bureau's order of November 1, 1898, she was again put in ordinary, and at the end of the fiscal year was still at the yard.

U. S. S. "Governor Russell."—This vessel was put out of commission September 28, 1898. In addition to repairing injuries to deck house, caused by collision, and the removal of her battery, the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Hannibal."—This vessel was put out of commission October 18, 1898. In addition to the removal of her battery, the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Hawk."—This vessel was put out of commission September 14, 1898. In addition to the removal of her battery, the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Hornet."—This vessel was put

out of commission October 14, 1898. The vessel was docked, her bottom cleaned and painted and she was given such overhauling as was necessary to fit her for service with the North Carolina Naval Militia. This work was completed and she left the yard December 19, 1898.

U. S. S. "Marcellus."—This vessel was put out of commission on March 8, 1899. In addition to the removal of her battery the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Newport."—This vessel came to the yard on September 25, 1898, being then out of commission. The "Newport," which had been used for general service, was given a complete overhauling to refit her for the use of the cadets at the U. S. Naval Academy. This work was completed May 26, 1899, and on June 30 the following she was still at the Navy Yard.

U. S. S. "Oneida."—This vessel was put out of commission September 19, 1898. In addition to the removal of her battery the only work done on her was such as was necessary for her care and maintenance.

U. S. S. "Puritan."—This vessel arrived at the Norfolk Navy Yard September 26, 1898, and was put out of commission March 1, 1899. All necessary work was done on her to permit of the installation of new and larger evaporators, but no other work was done on her except that necessary for her care and maintenance. A survey was ordered to ascertain what was necessary to be done to prepare her for her new commission.

U. S. S. "Rainbow."—This vessel arrived at the yard June 25, 1898. A lot of temporary accommodations for cattle were removed from her deck. Beyond this no work was done except such as was necessary for her care and maintenance. She left this yard for the New York yard July 22, 1898.

U. S. S. "Reina Mercedes."—This vessel arrived at the yard May 27, 1899. As she was leaking considerably, she was placed in dock for the purpose of repairing damage to her bottom. This work was still in progress June 30, 1899. No other work was done on her.

U. S. S. "San Francisco."—This vessel arrived at the yard in October, 1898, and was put out of commission October 25, 1898. A complete overhauling of the vessel was begun, which was still in progress June 30, 1899. The work in general consisted of laying new main and berth-decks, of replacing all ordinary wood by fireproof wood or other fireproof material, installing 10 electric ammunition-hoists for the main and secondary batteries, fitting new fire main, changing rig, and in general overhauling throughout and modernizing the entire vessel.

U. S. S. "Saturn."—This vessel arrived at the Navy Yard September 10, 1898, and was put out of commission November 4, 1898. Work was begun toward putting this vessel in thorough order as a collier. This work was not quite completed June 30, 1899, having been suspended on account of more urgent work.

U. S. S. "Siren."—This vessel was put out of commission September 24, 1898. The vessel was docked, her bottom cleaned and painted and she was given such overhauling as was necessary to fit her for service with the Virginia Naval Militia. This work was completed and she left the yard June 22, 1899.

U. S. S. "Stranger."—This vessel was put out of commission September 24, 1898. The "Stranger" was docked, her bottom cleaned and painted and she was given such overhauling as was necessary to fit her for service with the Louisiana Naval Militia. This work was completed and she left the yard December 6, 1898.

U. S. S. "Southery."—This vessel was put out of commission December 18, 1898. In addition to the removal of her battery, the only work done on her was such as was necessary for her care and maintenance.

On December 24, 1898, the Spanish gunboats "Alvarado" and "Sandoval," captured at Guantanamo, Cuba, commanded by Lieutenants Victor Blue and Edward A. Anderson, arrived at the Navy Yard.

U. S. S. "Sylvia."—This vessel was put out of commission September 16, 1898. She was docked, her bottom cleaned and painted and she was given such overhauling as was necessary to fit her for service with the Maryland Naval Militia. This work was completed and she left the yard December 17, 1898.

U. S. S. "Terror."—This vessel arrived at the yard September 26, 1898, and was put out of commission February 25, 1899. Work was begun toward a thorough overhauling of this vessel preparatory to recommissioning. This work was not completed June 30, 1899.

U. S. S. "Viking."—This vessel arrived at the yard September 17, 1898, and was put out of commission September 21, 1898. Work was begun to fit her out as a gunboat for service in Central America. By the Department's orders this work was suspended from May 24, 1899, to June 25, 1899, when it was begun again. This work consisted of a general overhauling and refitting, and was still in progress June 30, 1899.

U. S. S. "Wasp."—This vessel was put out of commission September 27, 1898. This vessel was docked, her bottom cleaned and painted and she was given such overhauling as was necessary to fit her for service with the Florida Naval Militia. This work was completed and she left the yard December 6, 1898.

The revenue cutters, "Hudson," "Manning," "Morrill," "Windom," "Woodbury" and "Hamilton," and light-house tenders, "Armeria," "Maple" and "Suwanee," which have been fitted out at this yard for auxiliary naval service, returned here at the end of hostilities with Spain. Their batteries were removed and all other necessary work was done to restore them, so far as practicable, to their original condition before being fitted for naval service.

During the year ending June 30, 1899, the Norfolk Navy Yard made repairs upon the following vessels in commission: "Aberenda," "Alexander," "Alliance," "Alice," "Annapolis," "Amphitrite," "Apache," "Badger," "Brooklyn," "Calumet," "Caesar," "Cassius," "Cincinnati," "Columbia," "Dolphin," "Eagle," "Essex," "Fern," "Fish Hawk," "Franklin," "Glacier," "Hannibal," "Hornet," "Justin," "Katahdin," "Lebanon," "Leonidas," "McKee," "Massachusetts," "Massasoit," "Minneapolis," "Mohawk," "Monongahela," "Montgomery," "Newark," "Nashville," "New York," "Oregon," "Piscataqua," "Pompey," "Princeton," "Prairie," "Resolute," "Sandoval," "Scindia," "Sioux," "Siren," "Solace," "Southery," "Standish," "Sterling," "Stranger," "Sylph," "Talbot," Texas," "Tecumseh" "Triton," "Vicksburg," "Vesuvius," "Viking," "Vixen," "Vulcan," "Wahneta," "Wasp," "Wilmington," "Yankee," "Yankton" and "Yosemite."

On December 1, 1898, Past Assistant Engineer Kenneth McAlpine was presented with a handsome sword by his friends and admirers in recognition of his services on the "Texas" in the battle of Santiago.

The iron safe of the "Maria Teresa," the captured Spanish ship which was lost off Cat Island, was opened at the Navy Yard on December 1, 1898. The coin found in it was dumped into five canvas bags of the size which hold $500 in silver. It was not counted but estimated to be about $2,000.

For the year ending June 30, 1900, work was done upon ships under construction or out of commission at the Norfolk Navy Yard, as follows:

U. S. S. "Alexander."—This vessel, which had arrived at the yard September 28, 1898, was fitted out as a collier to be manned by a merchant crew. This work consisted of a general overhauling and refitting, and was completed August 4, 1899. In February, 1900, this vessel returned to the yard and was put out of commission. Her condition was extremely filthy; she was fumigated, cleaned throughout, and put in ordinary. In compliance with orders received June 23, 1900, to refit the vessel as a collier, the work of general overhauling and refitting was begun at once.

U. S. S. "Annapolis."—This vessel arrived at the yard in August, 1899, and was put out

of commission in September, 1899. A general survey of the vessel was ordered but was not completed, as the vessel was towed to Annapolis in October, 1899. On the return of the vessel to this yard in May, 1900, the survey was again taken up and completed May 28, 1900, and approved by the Bureau June 7, 1900. In compliance with this survey, a complete overhauling of the vessel was begun, which was still in progress June 30, 1900.

U. S. S. "Dorothea."—A survey was held on this vessel July 25, 1899, and was approved August 8, 1899. The work under this survey consisted of a thorough overhauling and refitting as a gunboat and supplying outfit and supplies for general service. This work was completed December 30, 1899, and the vessel was towed to League Island.

U. S. tug "Fortune."—The work of rebuilding the interior and refitting the vessel in general, which had been held back by frequent delays, was completed December 23, 1899, and the vessel left the yard.

U. S. S. "Frolic."—A survey was held on this vessel July 26, 1899, and approved August 9, 1899. The work done under this survey consisted of a complete overhauling and refitting as a gunboat for general service. The work on this vessel was practically completed at the end of the fiscal year except final painting.

U. S. S. "Governor Russell."—The only work done on this vessel during the fiscal year was such as was necessary for her care and maintenance. The vessel was removed from the yard, having been sold by the government.

U. S. S. "Hannibal."—A survey was held on this vessel February 28, 1900, and was approved with certain modifications, June 23, 1900. The work under this survey consists of fitting a new steel bulkhead in the coal bunkers, enlarging crew space and thorough general overhauling and refitting for service as a navy collier. On June 30, 1900, this work was still in progress.

U. S. S. "Hawk."—A survey was held July 26, 1899, and approved August 8, 1899. The work under this survey consisted of a thorough overhauling and refitting as a gunboat for general service. On June 30, 1900, this work was still in progress.

U. S. S. "Hist."—This vessel arrived at the yard in September, 1899. In accordance with an approved survey held at Port Royal, South Carolina, August 22, 1899, a certain amount of miscellaneous minor repairs and overhauling was done on this vessel. An additional survey was held May 18, 1900, and was approved May 24, 1900. The work under this survey was to consist of a thorough overhauling and entire refitting of the vessel as a gunboat. On June 30, 1900, this work was still in progress.

U. S. S. "Illinois."—The work on this vessel consisted in building boats, furniture, blocks and entire outfit, and was 40 per cent. completed at the end of the fiscal year.

U. S. S. "Kearsarge."—The work on this vessel consisted in building boats, furniture, blocks and entire outfit. This work was completed.

U. S. S. "Kentucky."—The work on this vessel consisted in building furniture, blocks and entire outfit. The work was completed.

U. S. S. "Lebanon."—The only work done on this vessel was such as was necessary for care and maintenance.

U. S. S. "Newport."—The work of this vessel consisted of doing necessary work to enable the Bureau of Equipment to install an electric-light plant, making minor changes in the storerooms of the vessel and building an additional ordnance storeroom. This work was completed April 7, 1900, and the vessel left this yard April 10, 1900.

U. S. S. "Oneida."—The work on her consisted in docking, cleaning and painting, and such additional work as was necessary for care and maintenance. She left the yard March 21, 1900.

U. S. S. "Puritan."—A small amount of work was done preparatory to the vessel leaving this yard for Annapolis. This work consisted of docking, cleaning and painting

bottom, overhauling steering gear, steam winches, operating rods for drainage system, turret-turning gear, turn-buckles on turret-aprons, water-closets, anchor gear, life-buoys, boat-booms, steam capstan and installing the secondary battery. This vessel left the yard November 18, 1899, for Annapolis. She returned to the yard June 29, 1900, and was docked and her bottom cleaned and painted. This vessel left the yard July 3, 1900.

U. S. S. "San Francisco."—A complete overhauling of the vessel was begun and was still in progress on June 30, 1900.

U. S. S. "Saturn."—Work was begun toward putting this vessel in thorough order as a collier, but was soon suspended on account of more urgent work. On May 1, 1900, work was resumed and on June 30, 1900, was 95 per cent. completed. The work in general consisted of a thorough scaling, cleaning, painting and overhauling and making and fitting new spars.

Torpedo boat "Stringham."—This vessel was docked at the Navy Yard for the removal of propellers and shafts. The expense of this work to be borne by the Harlan & Hollingsworth Company.

U. S. S. "Southery."—The only work done on this vessel was such as was necessary for her care and maintenance.

U. S. Army "Sumner" (formerly U. S. S. "Cassius").—This vessel was transferred to the War Department September, 1899, and under orders from the Navy Department was converted into an army transport. The work in general consisted of practically rebuilding the vessel. All of the interior work on the vessel was torn out and she was thoroughly scaled, cleaned and painted, new wooden decks fitted, officers' and soldiers' quarters built complete, additional superstructure deck added, extensive repairs made to framing double-bottom, lavatories and bathrooms for soldiers and officers and crew fitted, cold-storage rooms fitted, etc. She left the yard in March, 1900.

U. S. S. "Viking."—The work of fitting this vessel out as a gunboat for service in Central America, which was suspended from May 24, 1899, to June 25, 1899, was again taken in hand and was completed October 24, 1899. The work consisted of a general overhauling and refitting. In November, 1899, this vessel was transferred to the War Department and, under orders from the Bureau, the battery was removed. This vessel left the yard December 23, 1899.

U. S. S. "Wasp."—This vessel arrived at the yard in September, 1899. In compliance with a survey held at Port Royal, South Carolina, August 22, 1899, a certain amount of miscellaneous minor repairs and overhauling was done on this vessel. An additional survey was held May 18, 1900, and was approved May 25, 1900. The work under this survey was to consist of a thorough overhauling and entire refitting of the vessel as a gunboat. On June 30, 1900, this work was still in progress.

The following named vessels in commission were repaired at the Navy Yard: "Alice," Coal Barge No. 1 (equipment), "Caesar," "Essex," "Franklin," "Gloucester," "Gwin," "Marcellus," "Mohawk," "Nashville," "Nezinscot," "Prairie," "Potomac," "Porter," "Siren," "Sioux," "Scorpion," "Talbot," "Texas," "Triton," "Vixen" and "Wahneta."

The cruiser "Reina Mercedes," the only ship of any size which was saved from the wreck of the Spanish fleet at Santiago, was brought to the Navy Yard from lower quarantine May 27, 1899.

Her arrival had been timed for 12 o'clock, but it was 1:30 P. M. before she ship was made fast along the north dock.

She was given a tumultuous welcome as she came up the harbor. A wealth of flags and bunting was flying from the escort of 22 tugs. Every craft tied down the whistle lever and there was a babel of siren notes. Grimes' Battery and the Seaboard Air Line Band met the "Reina Mercedes" below Sewell's Point and joined the procession.

She was saluted by every passing steamer and acknowledged each greeting with a blast from her whistle. The vessel carried on her

deck a small engine used for pumping out her bilges, and to this had been attached a whistle made out of 6-inch shells. She was towed up from Old Point by a tandem of three tugs.

Thousands of people lined the water-front on both sides of the harbor and did their best to make themselves heard above the din of the siren whistles; a waving forest of hats, umbrellas and handkerchiefs told that the crowds were cheering.

The "Reina Mercedes" had a great amount of woodwork on her, but while this exposed her to imminent danger of fire from American shells, it is noteworthy that she was the only one of the Spanish vessels which was not set on fire. The ship was grievously mangled by the shots which ploughed their way through her.

One of these shots, said to have been a 12-inch from the "Texas" struck the "Mercedes" on the starboard quarter, just behind the forward sponson on the main deck and burst when about three feet inside the ship. The force of the explosion was probably upwards, for the floor of the gun deck was torn entirely away for a considerable distance. The course of the shot was obliquely across the main-deck, the fragments of the shells evidently having scattered. The mainmast was almost cut in two. The dynamo was demolished completely and everything within a wide radius seemed to have been perforated. Another shot carried away the corner of the bridge, killing the executive officer of the ship and 10 seaman. Still another shot crashed through the main-deck, and innumerable punctures of her small pipes, ventilators, etc., showed the work of the small calibre guns.

The "Mercedes" had eight torpedeos aboard of her and two Hontori 5-inch guns, one of which was jammed with a solid shot.

The vessel was used as a transport in the early days of the Spanish-American War and this fact accounts for her slendor armament. She was caught in Santiago by the United States blockading fleet. She was fired upon by the "Texas" and "Massachusetts" upon showing herself at the mouth of the harbor on one occasion and sustained a very severe handling.

The "Mercedes" did not attempt to leave the harbor with Cervera's fleet on July 2nd, and was sunk by the Spanish themselves to prevent the American ships from entering the harbor. She was afterward raised by a wrecking company and brought into Hampton Roads on May 21st, thence to the Navy Yard for the sum of $75,000. She was put in the Simpson dry dock and had her bottom cleaned and after remaining for almost 18 months at this yard she left in tow of two naval tugs for the Portsmouth (New Hampshire) yard on the 24th of August, 1900.

The work at the Norfolk Navy Yard upon ships, for the fiscal year ending June 30, 1901, was as follows:

U. S. S. "Illinois."—In this year all of the work of building boats, furniture, blocks and entire outfit, was completed and the articles shipped to the works of the contractors.

U. S. S. "Virginia."—The work of building an outfit of boats for this vessel was commenced.

U. S. S. "Ajax."—This vessel arrived at the Navy Yard March 1, 1901; was put out of commission March 16, 1901, and necessary steps taken for her proper care and preservation. Under date of March 14, 1901, the Bureau directed that necessary repairs be proceeded with to put the vessel in efficient condition for service, and ordered a general survey, which was held and approved April 1, 1901. The work consists of general overhauling and refitting.

U. S. S. "Alexander."—The work of refitting this vessel as a collier was completed and the vessel left the yard August 10, 1900. She returned to the yard March 7, 1901 and a few repairs were made to enable her to make another trip to Manila and return.

U. S. S. "Annapolis."—The general overhauling of the vessel, undertaken in the previous year, was completed. The vessel went into commission November 14, 1900, and left the yard December 6, 1900.

U. S. S. "Apache."—On May 31, 1900, a general survey was held on this vessel and necessary repairs to put her in efficient service were recommended. On July 23, 1900, the survey was approved with certain modifications, and the repairs were ordered to be made at the New York Navy Yard. The vessel left the yard August 3, 1900, for New York.

Ferry launch No. 291.—At the beginning of the fiscal year, ending June 30, 1901, this launch was about one-tenth completed. During the year the work was carried on to completion, the launch placed in dry dock and her bottom sheathed with copper. All work was completed February 20, 1901, and the launch was placed in service April 1, 1901.

U. S. S. "Frolic."—On October 23, 1900, the Bureau directed that all repairs under it be made to fit the vessel for foreign service. Certain additions and alterations were recommended by the Board of Inspection and Survey and were approved. This work, and other minor work incidental to commissioning, was undertaken at once and was completed. The vessel left the yard December 28, 1900.

Steamer "Hamilton."—This is a private vessel, which was damaged in collision with the U. S. tug "Wahneta." This work was completed June 29, 1901.

U. S. S. "Hannibal."—The work under the survey of February 28, 1900, consisted of fitting a new steel bulkhead in the coal bunkers, enlarging crew space and thorough general overhauling and refitting for service as a navy collier. This work was commenced during the latter part of the fiscal year ending June 30, 1900, and was completed during September, 1900. The vessel left the yard November 6, 1900.

U. S. S. "Hawk."—Under date of June 27, 1900, the Department indicated its intention of loaning this vessel to the Ohio Naval Militia and directed completion of repairs at least possible cost. On July 11, 1900, the Bureau directed the fitting of the after berth-deck space for use of additional officers. This work was completed, the vessel docked, bottom cleaned and painted and left the yard September 6, 1900.

U. S. S. "Hist."—The work under the survey, approved May 24, 1900, was commenced during the fiscal year ending the following June, but very little was done. The work in general consisted of a complete overhauling and refitting the vessel as a gunboat. All of this work was completed May 4, 1901, and the vessel left the yard May 8, 1901.

U. S. S. "Lebanon."—This vessel has been in ordinary since the beginning of the fiscal year. Necessary work has been done for her care and preservation. A survey was held on this vessel November 19, 1900, to determine what was necessary to put the vessel in efficient condition for service as a collier. This survey was approved December 8, 1900; but on account of more urgent work only a few items of repairs were undertaken and none has been completed.

U. S. S. "San Francisco."—A complete overhauling of the vessel was begun, in compliance with the Bureau's order of May 23, 1899, and is now in progress and about six-tenths completed. It is estimated that this vessel will be ready for commission about January 1, 1902.

U. S. S. "Saturn."—The work of putting the vessel in thorough order as a collier was completed and the vessel left the yard August 5, 1900.

U. S. S. "Siren."—This vessel arrived at the yard April 11, 1901, and necessary steps were taken for her proper care and preservation. On May 20, 1901, the Bureau directed that necessary repairs be made to this vessel to fit her for service in training landsmen attached to the receiving-ship "Franklin."

U. S. S. "Southery."—This vessel was in ordinary at the beginning of the fiscal year, and necessary work was done for her proper care and preservation. Under date of August 30, 1900, the Bureau directed that all work on this vessel under its cognizance, which might be necessary to put the vessel in proper condition for service, to be done. Under this authority

the vessel was given a thorough overhauling and refitting. This work was completed, the vessel laid up in ordinary, and only such work done as was necessary for care and preservation. On June 14, 1901, the Department assigned this vessel for use in confining prisoners, commanding officer of the "Franklin" in charge, and upon his request and the commandant's approval thereof, minor changes, alterations and improvements were made, as follows: Fit iron bars across air ports, cut door-opening in bulkhead in crew spaces forward, fit fresh-water pipe from scuttle-butt to prison space, etc. This vessel is now in the service to which she has been assigned.

U. S. S. "Terror."—This vessel was undergoing extensive repairs and alterations under authority of survey, approved December 9, 1898, and authority of the Bureau of Construction and Repair as to certain items found necessary and desirable subsequent to holding this survey; but the majority of this work was practically suspended during the fiscal year on account of more urgent work. The most important item of work was the overhauling of the air compressors and this is about completed. The work under this survey is about eight-tenths completed. Upon recommendation of the naval constructor, the Bureau, under date of June 14, 1900, ordered a survey to be held on this vessel to ascertain and report what additional work was necessary to put the vessel in condition for service.

U. S. S. "Texas."—Extensive repairs have been ordered on this vessel, under survey held March 21, 1901, and approved by the Bureau of Construction and Repair March 27, 1901; but no work has yet been done, except such as is necessary for her proper care and preservation.

U. S. S. "Wasp."—The work on this vessel, under the survey, approved May 25, 1900, commenced at the end of the last fiscal year, but, owing to more urgent work, little progress was made. The work was taken actively in hand in May and on June 30, 1901, the work was nearly completed.

U. S. tug "Alice."—Necessary work was done on this tug during the year to keep her in proper condition for yard service.

U. S. S. "Alliance."—While at Hampton Roads, May 31, 1901, overhauling and repairs were requested on truss of main-yard. This work was authorized by the commandant June 3, 1901, and was completed June 8, 1901.

U. S. S. "Alvarado."—This vessel arrived at the yard June 25, 1901, for the purpose of docking and cleaning and painting bottom, and this work was completed. By authority of the commandant of June 27, 1901, the work of securing forward whaleboat-davit was begun and under authority of the Bureau of June 27, 1901, the painting of hull and all work exposed to the weather was soon in progress, and about six-tenths completed.

U. S. S. "Amphitrite."—This vessel arrived at the yard May 12, 1901. The work consisted principally of repairs to turret machinery, loading grating, turret clip circles and bulkheads, fitting jackstays for side-curtains, covering flying-deck with canvas, repairs to berth-deck and mounting two Maxim guns. All this work was completed and the vessel left the yard May 31, 1901.

U. S. S. "Cæsar."—This vessel arrived at the yard February 21, 1901, to have necessary repairs made, and to be fitted out for service with a merchant crew. As the services of the vessel were urgently needed by the Department only such repairs were authorized as were necessary for the safety and efficiency of the ship and that could be be done in 25 working days, and a survey was ordered covering this work. The survey was duly held and approved March 26, 1901. This vessel left the yard May 22, 1901.

U. S. S. "Chesapeake."—This vessel arrived at the yard February 17, 1901, for repairs, alterations, etc. On February 7, 1901, the Bureau requested a report from the naval constructor as to the estimated time and cost

to do the work required to put the vessel in efficient condition for service. On March 2, 1901, the report was approved, the work ordered and survey ordered to be held to cover the same. This work was completed and the vessel left the yard April 12, 1901.

U. S. torpedo boat "Cushing."—This vessel arrived at the yard February 9, 1901, and was ordered placed in condition for service by June 1, 1901. The vessel was docked and the bottom cleaned and painted. Miscellaneous minor repairs were made from time to time as requested by the commanding officer. All this work was completed. The vessel is still at the yard.

U. S. S. "Dixie."—This vessel arrived at the yard March 14, 1901, for the purpose of docking, cleaning and painting bottom and such repairs to her bottom plating as necessary, all of which was completed. The vessel left the yard April 22, 1901.

U. S. S. torpedo boat "Dupont."—This vessel arrived at the yard March 14, 1901, and was ordered placed in condition for service by June 1, 1901. All work was completed except fitting filling pipe to fresh-water tank, and this will be completed July 6, 1901. The vessel is still at the yard.

U. S. S. "Eagle."—This vessel arrived at the yard December 14, 1900, for the purpose of docking and cleaning and painting bottom. This work was completed and the vessel left the yard January 12, 1901.

U. S. torpedo boat "Ericsson."—This torpedo boat arrived at the yard January 2, 1901; was docked, bottom cleaned and painted, rudder repaired and water-closets overhauled. The vessel returned to the yard in May, 1901, and was ordered placed in proper condition for service by June 1, 1901. Numerous repairs were made. This vessel will be docked July 1st and the bottom cleaned and painted. It is estimated that this work will be completed by July 6, 1901.

U. S. S. "Essex."—This vessel arrived at the yard December 25, 1900. The Department, under date of December 24, 1900, directed that necessary repairs recommended by the board of inspection and survey be proceeded with, and under this authority the work was done. This work was completed and the vessel left the yard January 12, 1901.

U. S. torpedo boat "Foote."—This torpedo boat arrived at the yard February 11, 1901, and was ordered placed in proper condition for service by June 1, 1901. This work was completed. The vessel is still at the yard.

U. S. receiving-ship "Franklin."—The work done on the "Franklin" during the fiscal year was completed June 1, 1901.

U. S. S. "Hannibal."—This vessel arrived at the yard May 31, 1901, for the purpose of docking and cleaning and painting bottom. This work was completed and the vessel left the yard June 4, 1901.

U. S. tug "Hercules."—Work was done on this tug during the fiscal year.

U. S. S. "Hannibal."—This vessel arrived vessel arrived at the yard January 10, 1901, for the purpose of docking and cleaning and painting bottom. This work was completed January 19, 1901. The vessel left the yard January 22, 1901.

U. S. S. "Leonidas."—This vessel arrived at the yard January, 1901, and repairs were made. This work was completed February 20, 1901. The vessel left the yard February 20, 1901. The vessel again returned to the yard June 14, 1901, for the purpose of docking and cleaning and painting bottom. This work was completed June 29, 1901. This vessel left the yard July 1, 1901.

U. S. torpedo boat "Manley."—This vessel was hauled out on the marine railway July 14, 1900, her bottom cleaned and painted and proper data taken for the preparation of plans for general information. The vessel left the yard August 6, 1900.

U. S. S. "Marcellus."—On December 22, 1900, the Bureau authorized necessary work on this vessel to put her in serviceable condition to transport coal from Norfolk to Hamp-

ton Roads. This work was commenced, but was suspended to allow more important work to be proceeded with. On April 19, 1901, the bureau ordered a survey held on this vessel. The survey was held May 3, 1901, and cognizance was taken of the work under way, and report was made on all other work necessary to be done to put the vessel in efficient condition for service. This survey was approved May 11, 1901, but none of the work has yet been begun. The vessel went out of commission June 4, 1901, and necessary steps have been taken for her care and preservation.

U. S. S. "Mayflower."—This vessel arrived at the yard April 13, 1901, for docking, cleaning and painting bottom, and necessary repairs. This work was completed and the vessel left the yard May 13, 1901.

U. S. tug "Mohawk."—This tug has been in yard service during the entire fiscal year; repairs in connection with this service have been made. This work was completed April 25, 1901. June 24, 1901, the commandant authorized docking this vessel to clean and paint bottom. It is estimated that this work will be completed July 6, 1901.

U. S. S. "Nero."—This vessel arrived at the yard April 16, 1901. Upon recommendation of Board of Inspection and Survey, the Bureau authorized such work as was absolutely necessary to put this vessel in condition to make another trip to Manila and return. The work was completed June 1, 1901, and the vessel left the yard June 11, 1901.

U. S. tug "Nezinscot."—This tug was docked August 20, 1900, bottom cleaned and painted, and repairs made. This tug left the yard August 24, 1900.

U. S. S. "Piscataqua."—This vessel arrived at the yard December 12, 1900, and upon recommendation of Board of Inspection and Survey, the work was ordered; it was completed and the vessel left the yard December 27, 1900.

U. S. torpedo boat "Porter."—This vessel arrived at the yard February 26, 1901, and was ordered placed in condition for service June 1, 1901. All of this work was completed June 15, 1901. This vessel is still at the yard.

U. S. tug "Potomac."—This vessel arrived at the yard November 20, 1900, and had temporary repairs made, and the vessel left the yard November 26, 1900. The vessel again returned to the yard April 21, 1901, and, under date of April 24, 1901, the Bureau ordered undertaken without delay certain repairs. The vessel left the yard June 5, 1901.

U. S. torpedo boat "Rodgers."—This vessel arrived at the yard May 9, 1901, with a damaged stem and bow; was docked May 22; the stem and bow repaired; bottom cleaned and painted and minor repairs made and was undocked June 5, 1901. The vessel is still at the yard.

U. S. torpedo boat "Shubrick."—This vessel arrived at the yard June 8, 1901, in charge of contractors; was turned over to the government. Necessary steps have been taken for her care and preservation, and her boats have been stored and properly numbered. Under date of June 24, 1901, the Bureau ordered the stiffening of the stern of this vessel, but this work has not yet been begun; it will be necessary for the vessel to go into dry dock. The vessel is still at the yard.

U. S. tug "Sioux."—This tug has been alternately in ordinary and in yard service, etc., since the beginning of the fiscal year. On December 28, 1900, the Bureau ordered a survey held on this vessel to determine the exact condition of the vessel and the time and cost required to place her in efficient condition for service. The survey was held January 7, 1901, and approved January 23, 1901, but the work was ordered done at the navy yard at Portsmouth, New Hampshire, and only such work ordered done at this yard as was necessary to place the vessel in condition to be towed to the Portsmouth yard, which consisted of overhauling steering gear, coal scuttles, etc.

This work was completed and the vessel left the yard June 5, 1901, in tow of the "Potomac."

U. S. S. "Standish."—This vessel arrived at the yard August 2, 1900, for the purpose of docking and cleaning and painting bottom. This work was completed and the vessel left the yard August 6, 1900. The vessel again returned to the yard February 17, 1901, for repairs, alterations, etc. On February 7, 1901, the Bureau requested a report from the naval constructor as to the estimated time and cost required to do the work necessary to put the vessel in efficient condition for service. On March 20, 1901, the report was approved, the work ordered and survey ordered to be held to cover the same. This work was completed and the vessel left the yard May 21, 1901.

U. S. torpedo boat "Stockton."—This vessel arrived at the yard September 24, 1900, in charge of contractors, for the purpose of docking and cleaning and painting bottom, preparatory to her trial trip, and for repairs to damaged stem and dent in starboard side, at risk and expense of contractors. This work was completed and the vessel left the yard November 1, 1900. The vessel again returned to the yard February 24, 1901, still in charge of her contractors; was docked March 4, 1901, at expense of contractors, in order to examine condition of under-water hull and fittings. Defects in painting of bottom were corrected and zincs on bottom scraped, as per recommendation of a naval board. The vessel was turned over to the government March 11, 1901, and proper steps were taken for her care and preservation. Upon recommendation of the naval constructor the Bureau directed that the foundation of the starboard engine air-pump be strengthened and cost thereof charged to contractors and this work was completed. Minor items of repairs have been made from time to time, such as repairs to steering engine, galley pump, etc. All authorized work was completed. The vessel is still at the yard.

U. S. torpedo boat "Stringham."—This vessel arrived at the yard about July 23, 1900, in charge of contractors. By direction of the Bureau, of July 26, 1900, the vessel was docked, bottom cleaned and painted, and miscellaneous work done, at the risk and expense of the contractors. This vessel left the yard July 31, 1900.

U. S. S. "Sylph."—This vessel arrived at the yard September 17, 1900. The vessel was docked, bottom cleaned and painted, outside of vessel from water-line to rail cemented and painted. This work was completed and the vessel left the yard September 20, 1900. The vessel returned to the yard June 24, 1901, for docking and other work. This work was completed and the vessel left the yard June 29, 1901.

U. S. S. "Topeka."—This vessel arrived at the yard March 8, 1901, for repairs. The work was completed and the vessel left the yard May 20, 1901.

U. S. S. "Vixen."—This vessel arrived at the yard July 16, 1900, and numerous repairs considered necessary for the efficiency of the ship were requested by the commanding officer. Upon recommendation of the naval constructor, under date of August 1, 1900, certain repairs were authorized by the Bureau and a survey ordered to be held to cover the same. This survey was held August 14, approved August 18, and work under this authority was done.

U. S. tug "Wahneta."—This tug has been in yard service during nearly the entire fiscal year, and repairs in connection with this service have been made. This tug is still in yard service.

U. S. water barge No. 2.—This water barge was docked July 7, 1900, and her bottom cleaned and painted. By direction of the Department, the cost of docking this barge was charged to the Bureau of Equipment.

U. S. torpedo boat "Winslow."—This ves-

sel arrived at the yard March 28, 1901, and was ordered placed in condition for service by June 1, 1901. Necessary repairs were made. The vessel is still at the yard.

U. S. tug "Wompatuck."—This vessel arrived at the yard December 12, 1900, and, upon recommendation of the Board of Inspection and Survey, the following work was done: Awning stanchions fitted on upper deck, black paint removed from outside of hull between water-line and rail, and this portion of vessel painted white, all work exposed to weather painted regulation colors. The vessel left the yard December 27, 1900.

We give herewith a statement relative to the vessels docked from July 1, 1900, to June 30, 1901, inclusive:

Dock.	Vessels.	Days in dock.
No. 1	34	297
No. 2	13	340

THE "RALEIGH" AND "TEXAS" IN THE SPANISH-AMERICAN WAR.

As before stated the ships built at this yard were important factors in war history; the following reports show the part they acted in the Spanish-American War:

U. S. S. "Raleigh," off Manila, Luzon, May 4, 1898.

Sir: I have the honor to submit the following report of the operations of this vessel of your squadron during the engagement with the Spanish squadron and shore batteries at Cavite, near Manila, on the morning of May 1, 1898: At about 12:10 A. M., of May 1st, when passing in column, natural order, abreast of El Fraile Island, at the entrance to the bay, I observed a flash, as of a signal thereon, and at about 12:15 A. M. a shot was fired from El Fraile, passing, as I think, diagonally between the "Petrel" and this vessel. A shot was fired in return, but without effect, by the starboard after 5-inch gun of this vessel. At 5 A. M. when the squadron was nearly abreast the city of Manila and the flag-ship was turning to pass down toward Cavite, the Lunetta battery of apparently heavy guns at Manila opened fire and continued so long as the squadron was in action. This vessel shifted position from starboard to port (inside) quarter of the "Baltimore," and held that position until retired at 7:35 A. M. At a few minutes after 5 A. M. this vessel, so soon as the Spanish vessels at Cavite bore on the port bow, opened fire with the 6-inch gun, and then with the 5-inch guns in succession, as fast as they would bear. The secondary battery guns did not seem to reach the enemy, and their fire was soon stopped and not again used until the distance was considerably lessened. At 11:20 A. M., when signal was made to reengage, this vessel started ahead full speed (using reserve speed) to keep up with the flag-ship, but it was found to be impossible, and falling behind all the time, I cut across to gain line abreast of Cavite battery just as the flag-ship passed the "Baltimore" at that port, at which time we opened fire with all guns. At 12, in obedience to signal, this vessel attempted to get into the inner harbor to destroy enemy's vessels, but getting in shoal water—20 feet—was obliged to withdraw, and so reported. While attempting to get inside, the battery was used on an enemy vessel at anchor (supposed to be the "Don Antonio de Ulloa") until she sank. Not being able to find a channel farther inside, and everything in sight having been destroyed, at 1:30 P. M. withdrew and later anchored near the flag-ship. I enclose statement of the ammunition expended during the engagement. I am very pleased to report that the officers and crew behaved splendidly. Each and every one seemed anxious to do his whole duty, and, so far as I can learn, did it. Their whole conduct was beyond praise.

This vessel was struck but once, and then by a 6-pounder shell, which passed through both sides of the whaleboat (above her water-line) and then glanced along the chase of the starboard 6-pounder on our poop. The gun was not injured, and the whaleboat but slightly, and she is again ready for service. I am happy to report that there were no casualties of any kind. This vessel at the close of the engagement was in as good condition as when it began, and without any preparation could have fought it over again.

In conclusion, permit me to congratulate you upon the very brilliant victory you achieved over a naval force nearly equal to your own, backed by extensive shore batteries of very heavy guns, and this without the loss of a single life. History points to no greater achievement.

Very Respectfully.

J. B. Coghlan,
Captain U. S. N., Commanding.

(to) Commodore George Dewey,
Commander-in-chief, U. S. Naval Force, Asiatic Station.

The destruction of the fort at Guantanamo by the "Texas."

U. S. S. "Texas," off Santiago, June 16, 1898.

Sir: I respectfully submit the following statement: Yesterday at 8:45 A. M. the flag-ship signalled the "Texas:" "Proceed without delay, Guantanamo; destroy fort; resume blockade station this evening." At 8:50 went ahead at full speed, steam under three boilers only. At 1:07 beat to general quarters for action, and stood up through the narrow channel, followed by the "Marblehead," to the westward of Cayo del Hospital in order to get within effective range of the fort on Cayo del Toro. Went ahead until in 25 feet water, dropped anchor under foot, and at 2:06 P. M. opened fire on the fort at 2,300 yards, the fort having opened fire on us as we passed the Hospital

Cove. About 2:45 the fort ceased firing, and at 3:20 we ceased to fire, having destroyed in obedience to orders, though in all probability the enemy will remount guns again in three or four days. Being ordered to resume station on blockade the same evening, we got under way about 3:30, stood out the channel and down the harbor and returned to this place, reporting to the commander-in-chief in person about 8:45 P. M. I would state that in going through the narrow channel to the westward of Cayo del Hospital the "Texas" broke adrift a contact submarine mine, and the "Marblehead" picked up one on her starboard propeller, each containing about 100 pounds of gun cotton, but owing to Divine care neither of them exploded.

There was no casualty nor injury of any kind, but I trust the action of the "Texas" will meet with your approbation.

Very Respectfully,
J. W. PHILLIP,
Captain U. S. N., Commanding.

(to) *The Commander-in-Chief,*
North Atlantic Squadron.

The part taken by the "Texas" in the battle of July 3, 1898:

U. S. S. "TEXAS," off Santiago, July 4, 1898.

Sir: In accordance with the requirements of Article 437, Navy Regulations, I respectfully submit the following statement in regard to the part the "Texas" took in the engagement with the enemy yesterday. At daylight on the morning of the 3rd, the "Texas" stood out from entrance to harbor, taking day blockading position, about three miles from the Morro (the Morro bearing north-northeast).

At 9:30 the Morro bearing N. by E. ½ E., distant 5,100 yards, the enemy's ships were sighted standing out of the harbor. Immediately general signal 250 was made; this signal was followed by the "Iowa's" almost at the same time. The ship as per order was heading in toward the entrance; went ahead full speed, putting helm hard astarboard, and ordering forced draft on all boilers, the officer of the deck, Lieut. M. L. Bristol, having given the general alarm and beat to quarters for action at the same time. As the leader, bearing the Admiral's flag, appeared in the entrance she opened fire, which was, at 9:40, returned by the "Texas" at range of 4,200 yards while closing in. The ship leading was of the "Vizcaya" class and the flagship.

Four ships came out, evidently the "Vizcaya," the "Oquendo," "Maria Teresa" and "Colon," followed by two torpedo-boat destroyers. Upon seeing these two, we immediately opened fire upon them with our secondary battery, the main battery at the time being engaged with the second and third ships in line. Owing to our secondary battery, together with the "Iowa" and "Gloucester," these two destroyers were forced to beach and sink.

Whilst warmly engaged with the third in line, which was abreast and engaging the "Texas," our fire was blanketed for a short time by the "Oregon" forging ahead and engaging the second ships. This third ship, after a spirited fire, sheered inshore, and at 10:35 ran up a white flag. We then ceased fire on the third and opened fire with our forward guns at long range (6,600 yards) on the second ship (which was then engaged with the "Oregon") until 11:05, when she (enemy's second ship) sheered into the beach, on fire. At 11:10 she struck her colors. We ceased fire and gave chase, with "Brooklyn" and "Oregon," for the leading ship until 1:20, when the "Colon" sheered in to the beach and hauled down her colors, leaving them on deck at foot of her flag-staff. We shut off forced draft and proceeded at moderate speed to close up.

I would state that during this chase the "Texas" was holding her own with the "Colon," she leading about four miles at the start.

The reports of the executive officer and the surgeon are transmitted. I have the pleasure of stating that the entire battery of the "Texas" is in a most excellent condition and ready for any service required by the commander-in-chief, especially calling attention to the efficiency of the two turret-guns, due to the alterations recently made by Lieut. F. J. Haeseler, of this ship. The bearing and performance of duty of all officers met with my entire approval.

Very respectfully submitted,
J. W. PHILLIP,
Captain U. S. N., Commanding.

(to) *The Commander-in-Chief,*
North Atlantic Squadron.

U. S. S. "TEXAS," 1st Rate, off Santiago de Cuba, July 4, 1898.

Sir: I beg leave to make the following report on the injuries received by this vessel during the engagement with the Spanish fleet near Santiago de Cuba, July 3, 1898. A shell about six inches in diameter entered the starboard side above the main-deck near top of hammock berthing, immediately forward of ash-hoist, angle of entrance being about 20 degrees forward of the beam; shell apparently exploded immediately after passing through the outer plating of hammock berthing, passing into the forward air-shaft to forced-draft blower, destroying doors of both air-shafts and the adjacent bulkheads. Several pieces passed through the doorway of after shaft and penetrated the after bulkhead of the shaft. The mass of shell pieces passed on through bulkhead and casing of starboard smoke-box, producing an aperture therein, irregular in form, measuring about three feet vertically, two feet fore and aft. The ash-hoist machinery was badly damaged.

A piece of shell struck forward jamb of starboard door of pilot house, smashing it and carrying away considerable of paneling and framing, and passed out through after bulkhead.

The bulkhead forming the after part of forward gun-house is bulged forward about six inches. This bulge extends over the entire starboard side of bulkhead. A large number of rivets passing through the stiffening bars and frames are shorn off or broken. At the base of the gun-house the margin pieces of main-deck have been lifted up and separated from the steel-deck. A galley ventilator, which passed through berthing abaft the above-mentioned bulkhead, was destroyed.

A number of hammocks and bedding stowed in the

berthing, of which above-mentioned bulkhead formed the forward plating, were badly burned. The deck planking and frames of the after part of the bridge deck over a surface about six by 12 feet have been torn up and destroyed. The starboard forward part of the third cutter was blown away, keel broken, planking and framing of the port side badly damaged, leaving it unfit for repairs. One ladder leading to bridge deck forward was badly damaged. One main-hatch ladder leading to gun-deck was destroyed. The boat-covers and awning-curtains used as splinter protection over the forward boats were blown away, burned and destroyed.

The hammocks, cloths, and battens securing same to bulkheads, were carried away from six compartments of hammock berthing.

The electric wire battens and fittings were carried away in a great many places on main and gun-decks forward. The starboard side of the main-deck between frames 53 and 56 shows marked depressions, beams and stanchions being bent and buckled, the crown of some of the beams no longer existing. The steel-deck has in several places become separated from the beams through the stretching or breaking of rivets, and there are now leaks in several places.

The rivets securing the head of midship stanchions to the web of beams of frames 55 and 56 have been sheared off. The condition of starboard side of the main-deck is attributed partly to the firing of the 12-inch turret-guns over the deck during the engagement, as mentioned in my report of June 6, but mainly by similar causes during the battle of yesterday.

The marked increase in the injuries to the deck may be attributed not only to the repetition of great strains over a surface whose support was already weakened, but to an increase in the charge of powder, i. e., reduced charge previously used to full charge used during this battle. I am of the opinion that the framing of the deck in this ship is too light to permit the further firing of the 12-inch guns over the decks without serious injury.

GILES B. HARBER,
Lieut. Com. U. S. N., Executive Officer.
(to) *The Commanding Officer.*

CONGRESSIONAL MEDALS AWARDED.

Congressional medals of silver were awarded to the officers and bronze medals to each member of the crew of the revenue cutter "Hudson" for conspicuous bravery in the Spanish-American War. The medals were awarded for the work done by those on board the "Hudson," in rescuing the torpedo boat "Winslow" at Cardenas, May 11, 1898. First Lieut. Frank H. Newcomb, in command, received a gold medal with a very complimentary letter from Secretary Gage. The four officers receiving the silver medals were I. Hutchinson Scott, of Pennsylvania; Ernest E. Mead, of Massachusetts; N. E. Cutchin, of Portsmouth, Virginia, son of the late Nathaniel Cutchin; and Theodore G. Lawton, of Minnesota. The medals are in neat morocco boxes dark in color, four and a half by six inches long, and are sunk to their thickness in a bed of black velvet, making a pretty and effective contrast. The top of the box is lined with white velvet. The medals are counterparts of each other with the exception that one is gold, four of silver and three of bronze. Accompanying each silver medal is a letter from Secretary Gage. The following is a copy of the one sent to Chief Engineer N. E. Cutchin, of the "Dexter":

TREASURY DEPARTMENT,
OFFICE OF SECRETARY,
WASHINGTON, D. C., Nov. 19, 1901.

CHIEF ENGINEER N. E. CUTCHIN, R. C. S.

Sir: Under the following provisions of a joint resolution of the Congress of the United States, approved May 3, 1900, there was awarded to you a silver medal in recognition of your conduct and services in the battle at Cardenas, Cuba, on the 11th day of May, 1898:

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That in recognition of the gallantry of First Lieut. Frank H. Newcomb, of the revenue cutter service, commanding the revenue cutter "Hudson," his officers and the men of his command, for their intrepid and heroic gallantry in the action at Cardenas, Cuba, on the 11th day of May, 1898, when the "Hudson" rescued the United States naval torpedo boat "Winslow" in the face of a most galling fire from the enemy's guns, the "Winslow" being disabled, her captain wounded, her only other officer and half her crew killed. The commander of the "Hudson" kept his vessel in the very center of the hottest fire of the action, although in constant danger of getting ashore on account of the shallow water, until finally he got a line made fast to the "Winslow" and towed that vessel out of range of the enemy's guns. In commemoration of his signal act of heroism it is hereby enacted that the Secretary of the Treasury be authorized and directed to cause to be prepared and to present to First Lieut. Frank H. Newcomb, revenue cutter service, a gold medal, and to each of his officers, a silver medal, and to each member of his crew a bronze medal."

The officers of the "Hudson" are the only ones to whom Congress awarded gold and silver medals for heroism in battle during the war with Spain.

I take pleasure in presenting to you the medal awarded, and in congratulating you upon the recognition thus bestowed by the National Legislature.



U. S. Naval Hospital.

Your are requested to acknowledge the receipt of the medal.

Respectfully,
L. J. GAGE,
Secretary.

The medals were made at the Philadelphia Mint and are particularly handsome. On the obverse side is a representation of Bellona, goddess of war, looking upon the scene of the rescue of the "Winslow" at Cardenas. On the reverse side is a figure representing Fame, engaged in engraving upon the medal the inscription: "Joint resolution of Congress, approved May 3, 1900, in recognition of the gallantry of the officers and men of the Hudson, who, in the face of a galling fire, towed the Winslow out of range of the enemy's guns." At the bottom is inscribed the name of the recipient. Accompanying each medallion is a pendant medal, which is a small fac simile of the medallion. The medal is suspended by the Spanish war colors, from the pin bar, on which appears the word "Cardenas."

U. S. NAVAL HOSPITAL.

The U. S. Naval Hospital is a superb edifice—a solid and massive structure built of granite. The grounds in front are as large as Capital Square, Richmond, and are ornamented with a great variety of trees, and have numerous walks and avenues leading to the water. Behind the hospital is a large and beautiful pine and oak forest. The grounds and grove include about 75 acres. They are much frequented by the people of Norfolk and Portsmouth, to whom they supply the place of a park.

They are laid out in drives and promenades. In the cemetery attached to the hospital are buried the remains of many officers, sailors and marines. Conspicuous among the graves are those of some 50 or 60 Confederate soldiers and sailors, each with a head-board inscribed with the name of the person buried beneath. Several Russians and quite a number of the victims of the "Huron" disaster are buried here.

Among the prominent monuments is one to the memory of Lieut. John H. Marshall, U. S. Navy, born in Caroline County, Virginia, in the year 1800 and died June 1, 1850; and Dr. Lewis W. Minor, a distinguished naval surgeon.

In front of the Hospital is a monument to the memory of Maj. John Saunders, born in Virginia in 1771 and died in 1810.

The Hospital was built in 1835-36. Four medical officers, including a medical director, are stationed at the Hospital, where everything goes on as regularly, smoothly and systematically as if operated by machinery. The surgeons know their duties and perform them faithfully and ably. The sick of the navy from 1811 were treated in a private house known as the Galt house which stood not very far from the place where the "Galena" was built in the Navy Yard. The present grounds were turned over to the U. S. Navy in 1827 and the sick were brought to the Hospital, only one wing of which was completed, July 17, 1830.

On the ground in front of the Naval Hospital was located Fort Nelson, of Revolutionary fame.

There are many interesting war relics in the Navy Yard, as shown by the following:

MEMORANDUM OF TROPHIES IN NAVY YARD PARK.

1 bronze gun and carriage from the Spanish fort on Cayo del Toro, Guantanamo Bay, Cuba, captured July 3, 1898.

2 torpedoes from the Spanish cruiser "Reina Mercedes," captured July 3, 1898.

2 11-inch shell from the Spanish cruiser "Maria Teresa," captured July 3, 1898.

2 14 c. m. rapid fire guns; 2 14 c. m. cartridges, from the Spanish cruiser "Almirante Oquendo." Destroyed in the battle of Santiago, July 3, 1898.

2 torpedo-tubes,—Santiago, July 3, 1898.

2 range-finders,—Santiago, July 3, 1898.

2 revolving cannons and stands,—1 revolving cannon stand,—Santiago, July 3, 1898.

3 Spanish mines,—picked up by the U. S. S. "Marblehead," at Guantanamo Bay, July, 1898.

1 57 m. m. Hotchkiss gun and mount,—Santiago, July 3, 1898.

1 Chinese gun and carriage,—captured by U. S. Marines at Tien Tsin, June, 1900.
1 cannon, captured from the British on the Lakes,—War of 1812.
1 cannon, captured in the British frigate "Java," by the U. S. frigate "Constellation," December 29, 1812.
2 cannon,—War of Revolution.
3 carronades, captured during the Mexican War, 1846.
1 Turkish stone-shot from Constantinople.
2 cannon from the U. S. frigate "United States," 1845.
4 pieces of armor from the deck of the "Merrimac." (C. S. S. "Virginia.")
2 broken cannon from the U. S. line-of-battleship "Pennsylvania," destroyed, 1861.
2 iron stands from the wreck of the U. S. frigate "Cumberland."
Melted bell metal from the wreck of the U. S. frigate "Raritan," destroyed, 1864.
Armor from the wreck of the C. S. ram "Albemarle."
Armor from the C. S. ram "Texas."
6 cannon, smooth bore. War of 1812.
2 20-pounders, smooth bore, 1862.
2 60-pounders, smooth bore, 1865.
2 100-pounders, smooth bore, 1863.
1 8-inch rifle, 1876.
2 9-inch rifles, 1864.
2 12-pounders boat howitzers and mounts (bronze), 1865.
1 12-pounder boat howitzer and carriage (bronze), 1870.
1 12-pounder boat howitzer and carriage (bronze), 1863.

COMMANDANTS OF THE NAVY YARD.

A list of the officers who have been in command of the Navy Yard, is given herewith:

Capt. Richard Dale, Superintendent, 1794 to 1795.
Capt. Thomas Williams, Superintendent, 1798 to July 16, 1799.
Commodore Samuel Barron, Superintendent, July 16, 1799, to August —, 1799.
On June 15, 1801, the Navy Yard, which up to that time belonged to the State of Virginia, was deeded to the United States.
William Pennock, Navy Agent and Superintendent, June 15, 1801, to April 26, 1802.
Daniel Bedinger, Navy Agent and Superintendent, April 26, 1802, to February 10, 1808.
Theodore Armistead, Navy Agent and Superintendent, February 10, 1808, to February 7, 1810.
Commodore Samuel Barron, Commandant, February 7, 1801, to October 29, 1810.
Lieut. Robert Henley, Commandant, November 10, 1810, to May, 1811.
Capt. Samuel Evans, Commandant, May, 1811, to August 10, 1812.
Capt. John Cassin, Commandant, August 10, 1812, to June —, 1821.
Capt. Lewis Warrington, Commandant, June —, 1821, to December —, 1824.
Master Commandant James Renshaw, Commandant, December —, 1824, to May 25, 1825.
Commodore James Barron, Commandant, May 25, 1825, to May 26, 1831.
Commodore Lewis Warrington, Commandant, May 26, 1831, to October 7, 1840.
Commodore W. B. Shubrick, Commandant, October —, 1840, to October —, 1843.
Commodore Jesse Wilkinson, Commandant, October —, 1843, to June 1, 1847.
Commodore Laurence Kearney, Commandant, June 1, 1847, to January 19, 1848.
Commodore John D. Sloat, Commandant, January 19, 1848, to February 17, 1851.
Capt. Silas H. Stringham, Commandant, February 17, 1851, to April 1, 1852.
Capt. Samuel Breese, Commandant, April 1, 1852, to May 10, 1855.
Commodore Isaac McKeever, Commandant, May 10, 1855, to April 1, 1856.
Capt. Thomas A. Dornin, Commandant, May 6, 1856, to April 30, 1859.
Capt. Charles H. Bell, Commandant, April 30, 1859, to August 1, 1860.
Commodore Charles S. McCauley, Commandant, August 1, 1860, to April 21, 1861.
Capt. Robert B. Pegram, Commandant, April 21, 1861, to April 22, 1861 (Virginia Navy).
Capt. French Forrest, Commandant, April 22, 1861, to April —, 1862 (Confederate States Navy).
Capt. Sidney Smith Lee, Commandant, April —, 1862, to May 10, 1862 (Confederate States Navy).
Capt. John W. Livingston, Commandant, May 20, 1862, to November 16, 1864.
Capt. John M. Berrien, Commandant, November 1,, 1864, to October 7, 1865.
Commodore Robert B. Hitchcock, Commandant, October 31, 1865, to August 7, 1866.
Rear-Admiral S. C. Rowan, Commandant, August 7, 1866, to July 23, 1867.
Commodore A. H. Kilty, Commandant, August 15, 1867, to October 1, 1870.
Rear-Admiral Charles H. Davis, Commandant, October 1, 1870, to July 1, 1873.
Commodore T. H. Stevens, Commandant, July 1, 1873, to July 1, 1876.
Commodore J. B. Creighton, Commandant, July 1, 1876, to July 1, 1879.
Commodore A. K. Hughes, Commandant, July 1, 1879, to July 3, 1882.
Capt. W. K. Mayo, Commandant, July 3, 1882, to April 10, 1885.
Commodore W. T. Truxton, Commandant, April 10, 1885, to March 11, 1886.
Capt. George Brown, Commandant, March 11, 1886, to December 31, 1889.

Commodore A. W. Weaver, Commandant, January 14, 1890, to January 16, 1893.

Capt. E. E. Potter, Commandant, January 16, 1893, to July 29, 1893.

Commodore George Brown, Commandant, July 29, 1893, to June 1, 1897.

Capt. N. H. Farquhar, Commandant, June 1, 1897, to September 30, 1899.

Capt. A. S. Barker, Commandant, October 5, 1899, to July 16, 1900.

Rear-Admiral C. S. Cotton, Commandant, July 16, 1900.

CHAPTER XXVIII

SKETCHES OF SOME OF THE PROMINENT MEN WHO HAVE PASSED AWAY

Capt. Adam Thorogood—Commodore Richard Dale—Commodore James Barron—Hon. Littleton W. Tazewell—Commodore Thomas Aloysius Dornin—Charles Reid—Hugh Blair Grigsby, LL. D.—Gen. Richard Lucian Page—Capt. Robert Baker Pegram—Capt. Charles Fenton Mercer Spottswood—Capt. James Wallace Cooke—Hon. George Blow—Capt. John Julius Guthrie—Capt. Carter Braxton Poindexter—Col. William White—Capt. William H. Murdaugh—Lieut. Dulany A. Forrest—Capt. James Barron Hope—Capt. William C. Wheeler—Naval Constructor George R. Boush—Capt. Walter R. Butt—Lieut.-Col. William Frederick Niemeyer—Naval Constructor Samuel Wilson Armistead.

CAPT. ADAM THOROGOOD.

One of the first settlers, was the wealthiest and most prominent citizens of his day in Lower Norfolk County. He belonged to a good family in England and was the youngest brother of Sir John Thorogood, Knight. At the age of 19 in 1621, he left his home and crossed the ocean to seek his fortune in Virginia, leaving his sweetheart behind him. He settled in Elizabeth City Shire. He was a landed proprietor in Elizabeth City County in 1626 and returned to England to marry his affiance. Upon the occasion of their marriage his brother, Sir John, gave the bride two handsome silver bowls as a bridal present, which afterward became subjects of litigation in Virginia. After the death of Captain Thorogood, one of the appraisers of his estate insisted that they be returned with his personal property, but the widow claimed them and the Governor and Council at James City, to whom the contention was referred, decided in her favor. Captain Thorogood represented Elizabeth City County in the House of Burgesses at the sessions of 1629, 1630 and 1632, and in 1635 located a patent for 600 acres of land on the Lynnhaven River and removed there. He was commander of the county in 1637 and first presiding officer of the County Court. He was the only owner of horses in the county for several years probably the first owner of slaves. From an inventory of his estate it appears that he had on his Lynnhaven plantation seven head of horses, 94 head of cattle and 140 "goates."

On one occasion when he paid a visit to his neighbor, Capt. Thomas Willoughby, he requested the servants to give his horses a feed of corn; they told him it was a shame to give horses corn when they themselves might need it before the next crop. He promised to return the corn the horses consumed and that satisfied the servants. Just outside the bounds of Captain Thorogood's plantation was a small cove called Oyster Creek with beds of delight-

ful bivalves. They were on another man's demesne but the Captain claimed the right to take them. He thought that "as commander of the county he was entitled to more privileges than other people," as he wanted the oysters "to send an occasional dish to Sir John Harvie," who was Governor of the colony, and he contested the right of the owner to interfere with him. He was not sustained, which showed that there was law even in that day for the lowly as well as the rich and high-born citizen. This was the first oyster war in America. Captain Thorogood died in the beginning of 1640, the owner of nearly 7,000 acres of land. His widow, within less than a year, married John Gookin.

COMMODORE RICHARD DALE.

The family of Dale was one of the ancient and respected families of Norfolk County. The homestead of the Dale family was on Swimming Point, now embraced in the limits of the city of Portsmouth. Commodore Richard Dale was born in this county in the year 1756. The County Court records show that on the 19th day of February, 1773,—"Richard Dale this day came into Court and chose Isaac Luke his guardian." It appears that at the early age of 12 years he decided to be a seaman and followed that life until he retired from the navy. He was five times taken prisoner by the British during the Revolution. He was in Mill Prison at Liverpool, but escaped, and was seized by a press-gang, carried back, and thrown into a noisome dungeon for 40 days. Being released, he was again thrown into the Black Hole for singing rebellious songs. Again escaping, he fled to France, and was appointed 1st lieutenant in the "Bon Homme Richard," in the fleet of John Paul Jones, which spread such terror along the Western Coast of Scotland. In the desperate action with the "Serapis," he distinguished himself, and was wounded in the head. Being appointed captain of an armed merchantman in the American service, he continued to command her to the end of the war. In 1794 he was made captain in the United States Navy; and in 1801 he commanded the Mediterranean Squadron. He retired in 1802 to private life, and spent the remainder of his days in Philadelphia, where he died in 1826, aged 70 years, loved and honored by all who knew him.

The will of Wingfield Dale of Portsmouth Parish, dated October 7, 1766, is recorded in the County Court of Norfolk County:

"Item. I give and bequeath unto my son, Richard Dale, at the marriage of my above-mentioned wife, one negro man Pero to him and his heirs forever, also my cane and silver shoe buckles."

After certain other legacies he directed the remainder of his property to be sold and one-third of proceeds to be paid to his wife Ann Dale,—the balance to be equally divided between his children Richard, Elizabeth, David, Sarah, "and a child not yet born."

COMMODORE JAMES BARRON

Was born September 15, 1768, in Hampton, Virginia, and died April 21, 1851, at his home in Norfolk, Virginia. He went to sea early in life and served with his father in the marine service of Virginia, commanding the "Patriot." He entered the U. S. Navy as lieutenant March 9, 1798, and cruised under Barry in the "United States" in the West Indies and afterwards to France.

He was promoted to captain May 22, 1799, and commanded the 44-gun ship "President" in Dale's squadron in the expedition to Tripoli, and was transferred in 1802 to the 36-gun ship "New York," of Morris' squadron and afterward to the "Chesapeake," 38 guns, and returned home in her. He went to the Mediterranean in the "Essex," 32 guns, under the flag of his brother Samuel Barron and was again put in command of the "President" in 1805. He was the sixth captain on the new navy list and on returning home in 1806 he was given command of the "Chesapeake" and

hoisted a broad pennant on her in June, 1807. He put to sea on June 22nd and was followed out of the Chesapeake Bay by the "Leopard" of 50 guns, an English frigate, and, while unprepared to fight, was fired into from that ship, after some parley concerning search, and compelled to surrender, having been wounded. He was tried on several charges, found guilty of two and suspended from rank and pay for five years until 1813. During the period of his suspension he was absent from the United States, and on his return became involved in a controversy with Commodore Stephen Decatur, a commissioner of the navy, who opposed Barron's having a command, and killed that officer in a duel at Bladensburg on March 22, 1820, himself being seriously wounded. He resided in Norfolk until 1825, commanded the Philadelphia Navy Yard, 1825-27; Gosport Navy Yard, 1827-32; Philadelphia Navy Yard, 1833-37; on waiting orders, 1838-42. He became the senior officer of the navy in 1839, continued on waiting orders until his death, having been in the navy 53 years. Commodore Barron in the latter part of his life built a large house on the left side of Fenchurch street, Norfolk, immediately opposite to Falkland street, and resided there until his death. In person he was a very commanding figure with a fine appearance; but was near-sighted. When Commodore Barron fought the unfortunate duel at Bladensburg he was 51 years old and Decatur, who died on the day he was shot, was 41 years old. Commodore Barron's tomb is in Trinity Churchyard, Portsmouth.*

HON. LITTLETON W. TAZEWELL.

Of Norfolk, was a member of the House of Delegates of Virginia from 1796 to 1800, a Congressman from 1800 to 1801. He was appointed a commissioner to Spain in 1819, under the treaty for the purchase of Florida. He represented Virginia in the United States Senate as a Democrat from 1825 to 1833. He was a prominent member of the convention to revise the Virginia Constitution in 1829, and was Governor of Virginia from 1834 to 1836. In 1840 he received 11 electoral votes for Vice-president of the United States. He was born December 17, 1774, and died May 6, 1860.

CAPT. HUGH N. PAGE

Was born in Virginia in the year 1788, and a large share of his long and useful life was spent in Portsmouth.

He distinguished himself at the battle of Lake Erie with Perry, and in many subsequent engagements. In so many ways did he prove his bravery and his ability that he won for himself the plaudits of a nation, and Congress presented him with a sword soon after the battle of Lake Erie. Some years later the State of Virginia presented him with another. He died at the ripe old age of 84 years, June 3, 1871, loved and honored by all.

COMMODORE THOMAS ALOYSIUS DORNIN.

On April 22, 1874, Commodore Thomas Aloysius Dornin, a citizen of Norfolk, died in the 74th year of his age in Savannah, Georgia. He entered the United States Navy as midshipman in 1815 from the State of Maryland. In 1856 he was made commandant of the Gosport Navy Yard and remained three years. He was next in command of the "San Jacinto" on the coast of Africa, where he remained until the Confederate War began, when he was ordered home in command of the "Constellation" and was assigned to the command of the naval station at Baltimore, where he remained during the entire war. Commodore Dornin was a native of Ireland, and his father was exiled in 1803 on account of his friendship for Robert Emmett, the Irish patriot.

*Another tomb in Trinity Churchyard is that of an English officer, who was killed in a duel; the inscription reads: "Edward Ottley, Esq., Lieut. in His Brittanic Majesty's Royal Navy, who was killed in a duel October 28, 1806, aged 56 years."

CHARLES REID.

The eldest son of George Reid and Elizabeth Taylor, his wife, was born in Forfar, Scotland, on the 4th day of April, 1800, and dying at his residence, No. 524 East Main street, Norfolk, Virginia, Tuesday morning, January 17, 1899, was the last living link in Norfolk County which connected the eighteenth century with the nineteenth, and the last person who had lived in Norfolk County continuously from the first year of the nineteenth century. He came with his parents in 1801 to Virginia, where they settled first in Portsmouth, and afterward in Norfolk. His parents returned to Scotland temporarily in 1816, and left him with his uncle, Robert Soutter, a Scotch merchant, who entrusted him with the settling of his father's business. At the age of 21 years, after he had received the best education to be obtained in this section, he, with the assistance of his uncle, Mr. Soutter, went into the grocery and commission business in Water street, near Commercial Place. On the 17th day of March, 1825, he married Lucretia Nash of Portsmouth, who died in 1868. A short time after his marriage he formed a partnership with his brother George, and did business on Commercial Row, near the ferry wharf. The firm prospered, and for fifteen years they transacted a large commission and stave exporting business. George then withdrew from the firm and Charles retired from the grocery business and with Robert Soutter, Jr., established the stave exporting commission and guano business on Nivison's wharf under the name of Reid & Soutter, and continued the business until Mr. Soutter withdrew to accept a position in New York. After the close of the Confederate War he "associated with himself his two sons, George C. and James T. S. Reid, under the firm name of Charles Reid & Sons," and was the senior member of the firm at the time of his death. He was for a number of years magistrate, chairman of the Common Council, president of the School Board, a member and president of the Board of Harbor Commissioners, president of the Norfolk Savings Institution, director of the old Farmers' Bank of Virginia, and a member of the board of directors of the Marine Bank. He was for many years a leading member and treasurer of the First Presbyterian Church of Norfolk, also vice-president of the Seamen's Friend Society. For many years past he made it a custom to have a family reunion on his birthday. He was the father of eight children (one dead at the time of his death), and he left 108 descendants, children, grandchildren and great-grandchildren; of whom 44 were grandchildren and 57 great-grandchildren.

—*From L. N. C. Antiquary.*

HUGH BLAIR GRIGSBY, LL. D.,

Was born in the city of Norfolk, Virginia, on November 22, 1806, and died at his country seat "Edgehill," Charlotte County, Virginia, April 28, 1881.

He was the son of Benjamin Grigsby, who was born in Orange County, Virginia, September 18, 1770, and was a pupil of Rev. William Graham, at old Liberty Hall Academy, the precursor of the present Washington and Lee University. Among his fellow students was Archibald Alexander, the subsequently eminent divine, who was his companion when in early manhood they sought their life work in a horseback journey to Southside, Virginia. Leaving his companion in Petersburg, Grigsby, "with his sole personal possessions in a pair of saddle-bags," continued his solitary ride to Norfolk where he located, and was the first pastor of the first Presbyterian Church in the borough. Here he married Elizabeth, daughter of Hugh and Lilias (Blair) McPherson, and providentially and faithfully labored until, as is recorded on the handsome marble obelisk erected to his memory in Trinity Churchyard, Portsmouth, Virginia, "in the faithful discharge of his calling, he fell a martyr to yellow

fever on the 6th of October, 1810." His widow married, secondly, January 16, 1817, Dr. Nathan Colgate Whitehead who, although educated as a physician, relinquished practice and was for 27 years the honored president of the Farmers' Bank of Virginia, in Norfolk. He died in 1856. Hon. John B. Whitehead, ex-mayor of Norfolk, is the issue of this marriage.

Hugh Blair Grigsby left two children: Hugh Carrington, born in Philadelphia, Pennsylvania, February 13, 1857, and Mary Blair, born in Norfolk, Virginia, July 9, 1861, who married December 1, 1882, W. R. Galt, Paymaster United States Navy, son of Prof. W. R. Galt of Norfolk and nephew of Alexander Galt, the sculptor.

Hugh Blair Grigsby was a member of the Virginia Convention, 1829-30, president of the Virginia Historical Society and chancellor of William and Mary College.

GEN. RICHARD LUCIAN PAGE

Died August 9, 1901. He was the most conspicuous figure in Norfolk. He had won distinction in the old navy and had also achieved high honors in the Confederate Army. In personal appearance General Page was tall and commanding and for many years his resemblance to his illustrious kinsman, Gen. Robert E. Lee, was subject of remark by those who were familiar with the personality of the two soldiers.

While General Page was a man of great dignity, and in a marked degree, "a gentleman of the Old School," he was always urbane and considerate in manner and never lost his interest and sympathy for the young. This beautiful trait of his character especially endeared him to young people. This characteristic led him to take a deep interest in matters of educating and training the young. For four years he was superintendent of the public schools of Norfolk, and although it had been many years since he retired from that position, he took an active interest in public-school education, even after he had arrived at an age when the majority of men can no longer find pleasure in public affairs.

General Page was an earnest and consistent member of the church, and for many years was the senior warden of Christ Protestant Episcopal Church of Norfolk, and to the end of his life was a regular attendant upon the church services.

General Page, who had gained renown for his distinguished service in the naval and military annals of the Confederate States, was born in Clarke County, Virginia, in 1807, and was in his 94th year at the time of his death. He was a descendant of John Page, who came to Virginia from England in the early days. General Page was a son of William Byrd and Anne Page and the grandson of Henry Lee, the father of Gen. Henry Lee, the famous "Light-horse Harry," who was the father of Gen. Robert E. Lee.

He entered the United States Navy as a midshipman in 1824, serving on the sloop-of-war "John Adams," of the West India Squadron, under Commodore Porter, with whom he made two cruises. In 1825 he was transferred to the frigate "Brandywine" under Commodore Morris and helped to carry General La Fayette back to France. From 1842 to 1843 he was ordnance officer at the Norfolk Navy Yard. Afterward he acted as executive officer and lieutenant commander of the frigate "Independence," flagship of Commodore Shubrick during the Mexican War.

Following this war, he returned to the Norfolk Navy Yard and did ordnance duty for two years. From 1852 to 1854 he served with the African Squadron, after which he was promoted to commander in September, 1855; then he returned to ordnance duty at the Navy Yard, and became a member of the Retiring Board. At the outbreak of the Confederate War, he was on duty at the Navy Yard here

to which he had been recalled a year previous, and on the secesion of Virginia, he resigned his rank and office and was appointed aide-de-camp to Governor Letcher with special duties in the organization of the State Navy.

He superintended the erection of the fortifications at the mouth of the James River and those on the Nansemond River and Pagan Creek. Until the evacuation of Norfolk, he served as ordnance officer at the Navy Yard, then, being promoted from commander to captain, established the ordnance and construction depot at Charlotte, North Carolina, where he remained. March 1, 1864, he was commissioned brigadier general in the Provisional Army, and assigned to the command of the outer defenses of Mobile Bay. He established his headquarters at Fort Morgan, where he was summoned to surrender by Farragut's flag-lieutenant and General Granger's chief-of-staff.

In the face of overwhelming odds, he gallantly replied that he would defend the post to the last extremity. For the next two weeks the fight was waged in a desultory way both day and night, and on the morning of August, the 22nd, a furious bombardment began, over 3,000 shells being thrown into the fort during 12 hours, but General Page and his heroic men kept up the fight with all their power. The citadel of the fort took fire at 9 o'clock at night and the walls were repeatedly breached by the enemy's shells and his best guns were disabled.

On the following morning, after spiking all serviceable guns and throwing all the remaining powder overboard, the General capitulated with full honors of war.

The defense of Fort Morgan under the command of General Page is one of the most celebrated instances of heroism in the history of the war. After the capitulation he was held as a prisoner of war until September, 1865, and while in prison he was mistaken for Gen. Robert E. Lee by the enemy.

CAPT. ROBERT BAKER PEGRAM,

Of Norfolk, died on the 25th of October, 1894. He was born in Dinwiddle County, Virginia, December 10, 1811, and at the age of 18 years entered the United States Navy as a midshipman on the sloop-of-war "Boston." He was made passed-midshipman and ordered to the "John Adams" in 1835 and in 1840 was assigned to the Naval Observatory in Washington. He was promoted to lieutenant in 1841 and served on the "Saratoga" from 1841 until the close of the Mexican war. By his gallant conduct in the attack on a flotilla of pirates on August 4, 1855, at Hong Kong with Captain Fellows of the British Navy he received the thanks of the British government and the State of Virginia presented him with a sword inscribed: "A mother's gift to her devoted son." Lieutenant Pegram served at the Norfolk Navy Yard from 1856 to 1858, afterward on the "Water Witch" and "Bibb." While attached to the "Bibb," Virginia passed the ordinance of secession and he immediately resigned his commission in the United States Navy. He was made a captain in the Virginia Navy. He served the Confederacy and at the close of the war he was on duty in Europe. He returned home, was made a railroad superintendent, and afterward general agent of a life insurance company.

CAPT. CHARLES FENTON MERCER SPOTTSWOOD

Died in Norfolk on the 6th day of August, 1892, in the 80th year of his age. He entered the United States Navy away back in the "twenties" and while serving in the Mediterranean Sea married a Spanish lady—Miss Aquimbau—at Port Mahon, Island of Minorca. He was stationed at the Gosport Navy Yard at the breaking out of the Confederate War and was on duty there after he entered the Confederate service. He was on duty for a

considerable time in connection with the ordnance work at Charlotte, North Carolina.

Captain Spottswood was a man of sterling character and of a retiring disposition. He was a native Virginian and spent much of his life in Norfolk, where he was held in the highest esteem.

CAPT. JAMES WALLACE COOKE

Was born in the year 1812. In 1828, at the age of 16, he was appointed a midshipman in the United States Navy, and immediately received orders to join the frigate "Guerriere." In 1834 he passed his examination. He soon rose to the rank of lieutenant and served with honor in that capacity until the breaking out of the war. When the Southern States seceded Captain Cooke resigned his position in the old navy and entered the Confederate Navy. By his activity and bravery he soon rose to the rank of commander, and before the close of the war to that of commodore, for valuable service rendered the government while in command of the "Albermarle." His achievements with her is one of the brightest pages in history. After the close of the war he returned to Portsmouth, where he died in June, 1869.

HON. GEORGE BLOW

Died on the 2nd of May, 1894. He was born in Sussex County, Virginia, on the 15th of May, 1813, and at the age of seven removed to Norfolk with his grandmother. He was educated at William and Mary College and took a law course at the University of Virginia. He was admitted to the Norfolk bar in 1833, where he practiced law until 1840, when he removed to Texas and was elected to the congress of that republic in 1841. At the expiration of his term, he returned to Norfolk, where he remained until his death. He was a member of the Sovereign Convention of Virginia in 1860, and at the beginning of the Confederate War was made lieutenant-colonel of the 41st Regiment, Virginia Infantry, but resigned when his troops were turned over to the Confederate States. After the war, in 1870, he was elected judge of the First Judicial District Court and served two terms. He was an able, upright and just judge, and retired with the entire respect of the bar.

CAPT. JOHN JULIUS GUTHRIE,

Of Portsmouth, who was one of our naval heroes, lost his life in endeavoring to rescue the men from the U. S. S. "Huron," which was lost off the coast of North Carolina November 25, 1877. He entered the navy as a midshipman in 1834; he went with the South at the breaking out of the Confederate War and served with courage and honor all through the four years. After the war he was made superintendent of the life-saving service of this district and sacrificed his life in the discharge of his duty. He married Louisa S. Spratley, of Portsmouth. His honored career in the navy is being continued, as it were, in the person of his son, Dr. Joseph A. Guthrie, who is a surgeon in the U. S. Navy. Captain Guthrie was born in Washington, North Carolina, April 15, 1815.

CAPT. CARTER BRAXTON POINDEXTER

Died in February, 1893, when he was nearly 77 years of age. He was in the United States Navy at the breaking out of the Confederate War and resigned to enter the service of Virginia. He served gallantly in the Confederate Navy and had attained the rank of captain before the close of the war. He lived and died a true Southerner in heart.

COL. WILLIAM WHITE

Died on the 22nd of June, 1894, at the age of 72 years. He was born in Norfolk County, was a student at Yale College, graduated in

medicine at Richmond and Philadelphia and for years practiced his profession at Deep Creek. He was a stanch old line Whig. He represented Portsmouth and Norfolk County in the Virginia State Convention in 1861, and there vigorously opposed the secession of his State. But immediately on the passage of the ordinance of secession he tendered his services to Governor Letcher and was appointed a major in the State forces. He served successively in the 14th Regiment, Virginia Infantry, as major, lieutenant-colonel and after the death of the gallant Colonel Hodges, at Gettysburg, was promoted to colonel. He received a severe wound at Gettysburg, where he behaved with distinguished gallantry. He was a man noted for vigor of intellect and great force of character.

CAPT. WILLIAM H. MURDAUGH

Was born in the city of Portsmouth on the 7th of August, 1827, and died Saturday, December 29, 1901, in his native city. In the year 1841 he was appointed a midshipman in the United States Navy by President Tyler. He served through the Mexican War on the U. S. S. "Potomac," Commodore Aulie. In the year 1840 he served as passed midshipman and master under Capt. Dehaven in the famous Grinnell Arctic expedition in search of Sir John Franklin, and received the Victoria medal for distinguished services rendered. He continued in the naval service of the United States until the hostilities between the States broke out in war. Upon the secession of his native State, while holding the rank of lieutenant, he resigned from the United States service and offered his sword to the cause of the South.

He proceeded to Richmond in June, 1861, and reported for duty and was assigned with rank of lieutenant. His first duty was that of making surveys in the James River, establishing batteries and obstructing the channels. After discharging this duty Lieutenant Murdaugh was with Commodore Barron assigned to the defense of North Carolina, where he was ordered to the command of a vessel, but before he took command a battle at Fort Hatteras was fought, in which he took a conspicuous part, and was very seriously wounded.

Being promoted to the rank of captain, he was, while disabled for active duty, on ordnance duty at the Navy Yard here. He was with Capt. French Forrest in the tug "Harmony," in Hampton Roads, during the two days' fight.

When it was determined to evacuate Norfolk and Portsmouth, he was sent to select a place for an ordnance depot. He selected Charlotte, North Carolina, and his judgment in such selection was signally vindicated by the fact that the point selected was never, until the surrender in possession of the enemy. From Charlotte he was ordered to command the steamer "Beaufort," on the James River, and afterward was sent abroad to purchase ordnance supplies, for which important service he was especially fitted, possessing admirable tact and judgment and a high intelligence. So well was this work performed that it excited high encomiums, and he was to have had a leading part in the most important service, but the war came to an end before the plans were matured.

At the close of the war he went to South America and engaged in business, but returned to Portsmouth after a few years. He was for many years superintendent of the Norfolk County Ferries. He was appointed by President Cleveland supervising inspector of steam vessels for this district. He was a member of the Board of Harbor Commissioners for many years and was a vestryman of Trinity Protestant Episcopal Church 30 years.

LIEUT. DULANY A. FORREST

Was a Marylander by birth and was commissioned a midshipman in the United States Navy in 1841. His father was also in the navy and participated in the battle of Lake Erie, and was presented by Congress with a

sword for distinguished services rendered therein. Lieutenant Forrest, previous to his entering the army, had served in the Texan Navy and subsequently served in the Mexican War. On January 6, 1853, he was united in marriage to Sarah Bruce Butt, sister of Dr. H. F. Butt, of Portsmouth, Virginia. Returning from a cruise to the East Indies in 1861 on the U. S. S. "Hartford," he (with other Southern officers) resigned his commission and tendered his services to the Confederate Navy, which were accepted. Whilst in command of Fort St. Philip, near Wilmington, North Carolina, he received a stroke of paralysis, which rendered him unfit for further service, and from the effects of which he died in Oxford, North Carolina, August 10, 1863.

CAPT. JAMES BARRON HOPE.

Through his maternal ancestor, James Barron, the elder, who organized the Virginia Colonial Navy, of which he was commander-in-chief during the Revolution, and through James Barron, the younger, a person of rank and distinction in his day, there came as heritage that unswerving devotion to Virginia for which James Barron Hope was always remarkable. I may say that his very heart throbbed in unison with the heart of his native State and through the length and breadth of the South he has been declared "Virginia's laureate." For though he was many men in one, he stood chief as poet.

His father, a handsome, talented man, was Wilton Hope, Esq., of "Bethel," Elizabeth City County, Virginia; his mother, Jane Barron, an attractive gentlewoman of the Old School, warm and generous in her feelings and of quick and lively sympathies. She wielded a clever, ready pen, and was a personage in her family. She brought her son into the world on the 23d of March, 1829, at the residence of her father, Commodore James Barron, the younger, who then commanded the Gosport Navy Yard, and he was not only the child of her material, but also of her spiritual being, closely knit, not only in mutual affection, but in confidence, in feeling, in tastes and aspirations.

To his grandfather the little namesake was an object of tender solicitude (some of the letters that passed between the two are very quaint), and it was while the Commodore was in command at Philadelphia that his grandson gained a part of his very early instruction in Germantown. His education was continued in Hampton, Virginia, at the academy, under a master, John B. Carney, Esq., whom he tenderly revered and whom he held as a beloved friend, through all his later years, while July, 1847, saw him graduated with the degree of A. B. from William and Mary College. At this ancient seat of learning originated the difficulties which finally led to the duel between himself and J. Pembroke Jones. Mr. Jones was accounted one of the bravest and most promising officers of the navy. Mr. Hope was an ornament to the law, the soul of honor, without fear and full of the promise that his riper years developed; both the flower of Hampton's youth, the pride and promise of the place, so that the town blazed up with excitement and the vigilance of the authorities knew no sleeping. Many, indeed, were the obstacles to be overcome to bring the affair to its culmination. But overcome they were and the three special constables who arrived on the scene, just in time as they hoped, could do naught but stand unwilling witnesses to the duel fought upon the beach near Fortress Monroe, in April, 1849. Both fell dangerously wounded. Then a deep concern and anxiety pervaded all classes of the community, and the steamer that brought Mr. Hope up from Old Point was met at Hampton wharf by a throng of friends, some of whom bore his litter, while the others escorted it, and thus he was carried to his home.

There he fought with death and conquered and then became secretary to his uncle, Commodore Samuel Barron, from whose vessel, the "Pennsylvania," he was transferred to the

"Cayenne" and in 1852, in that sloop-of-war, made a cruise to the West Indies.

In 1856 he was elected Commonwealth's attorney of Elizabeth City County, which position he held up to the breaking out of the war. Already Mr. Hope, as "Henry Ellen," had been reckoned a valued contributor to *The Literary Messenger*. Already the Southern press was eloquent in his praise and he was hailed "Old Hampton's Bard." The next year Lippincott brought out "Leoni di Monota" and other poems. The volume was cordially noticed by the Southern critics of the time, not for its central poem alone, but for several of its minor ones and for "The Charge at Balaklava," which G. P. R. James—as have others since—declared unsurpassed by Tennyson's "Charge of the Light Brigade."

When May 13, 1857, the 250th anniversary of the English settlement at Jamestown, was celebrated he stood poet, as also at the base of Crawford's statue of Washington in Capitol Square, Richmond, February 22, 1858; and in July of that same year pronounced a poem before the Phi Beta Kappa society and graduating classes of his alma mater. The next year these recited poems, with others of a miscellaneous nature, were published. The verdict was that his promise was fulfilling itself. The majestic pictures he now threw upon his canvas were painted in fadeless tints.

Then came the war and at once he cast aside the pen for the sword. He served throughout the struggle, attained the rank of captain and was paroled at the capitulation of Johnston's army at Greensboro, North Carolina. With his old home in ashes, with shattered fortunes and impaired health, he returned to Virginia and took up existence anew in Norfolk. He embarked in journalism and successfully edited the *Norfolk Day-Book*, under its Democratic auspices, the *Norfolk Virginian* and in 1873, founded the *Norfolk Landmark*, of which he was the head at the time of his death. His opinions, based upon principle, were his own. His championship could not be bought. His editorials were original, versatile and brilliant and often shook off prose to rise to the beauty and dignity, if not the actual measure of verse. I have heard it said that he led the Democratic press throughout the State and it was especially in the struggle between the "Founders" and the "Readjusters" that he showed himself most vigilant and most sagacious.

In 1880 it was warmly urged upon him that he was the man to unite the two factions; but he positively protested against and declined the nomination for Congress in his district and advocated the renomination of Hon. John Goode.

Journalism was not wholly congenial to him. The relentless call for "copy" vexed the loftier fancies that surged through his brain. His health failed more and more, but his was the spirit of a giant and often he bore a physical agnoy, well nigh past the bearing, with a patience and fortitude wonderful to remember, and hid away his pain, even from his nearest friends, under a beautiful solicitude for others. It was out of this suffereing, out of the toil and distraction of his newspaper life, that he had sent into print (1874) "Little Stories for Little People," and four years later, "Under the Empire, or the Story of Madelon;" that he had written the ode delivered at the unveiling of the monument raised to Annie Lee by the ladies of Warren County, North Carolina; delivered a memorial ode in Warrenton, Virginia, and recited another at the Virginia Military Institute, as also the poem at Lynchburg's celebration of its founding.

Thus he became closely linked with the city of his adoption, whose best interests he promoted both by voice and pen. He declined the collectorship of her port because he deemed that through journalism he could better serve her. As superintendent of her public schools, these institutions attained the largest enrollment of pupils and the highest standard of excellence shown since their opening in 1857. He was the first president of her first successful

musical society; first commander of her camp of Confederate veterans, the poet of her first Memorial Day when she, as did her sister city, time-honored and hospitable old Portsmouth, upon a like occasion, called forth some of the most stirring lines ever penned.

Congress chose him poet for the Yorktown celebration in 1881, and his metrical address, "Arms and the Man," with various sonnets was published the next year. Brilliant in imaginary and glowing with color, the flower of his genius, its noble measures only revealed their full beauty when they fell from the lips of him who framed them, and it was under this pell that one of those who had thronged about him on the 19th of October cried out, "Now, I understand the power by which the old Greek swayed the men of their generation."

Again his State called upon him to weave among her annals the laurels of his verse at the laying of the corner-stone of the monument erected in Richmond to Robert E. Lee. The corner-stone was laid in October, 1887, but the poet's voice had been stilled forever. He died September 15th, as he had wished to die, "in harness," and at home. Death was kind in that he came swift and painless. His poem, save for the after softening touches, had been finished the previous day and was recited in Richmond by Capt. William Gordon M'Cabe. Many pronounced it his master-piece and its strain now pathetic, now majestic, again noble, or tender or impassioned, has been called the "Song of the Dying Swan."

He has been frequently described as "a slender, graceful man, with a carefully kept beard and a manner as courtly as that of Sir Roger de Coverly," words which, though fitly applied, are but as the bare outlines of a picture, for he was the embodiment of what was best in the Old South. This courtliness, that like some subtle essence escapes description, gifted him with a rare charm. There was charm, too, in his pale face which, in conversation, flashed out of its deep thoughtfulness into vivid animation. His fine head was crowned with soft hair, fast whitening before its time. His eyes shone under his broad, white forehead wise and serene, until his fearless spirit, or his lofty enthusiasm awoke to fire their grey depths. His was a face that women trusted and little children looked up into with smiles. Men called him friend and learned the meaning of that name, and he drew and linked men to him from all ranks and conditions of life.

He was backward and modest in the advancement of his own interests, but he spared no pains when the welfare of others was at stake. In very truth did he love his fellow men—with greatest tenderness those who suffered—and his faith in God was that of a little child.

No sketch could approach justice toward Captain Hope without at least a brief review of his domestic life; for his relations with his household were peculiarly beautiful. In 1857 he had married Annie Beverly Whiting, of Hampton, Virginia. Hers was the face and form to take captive his poet's fancy, and in after years he loved to describe her to their children as "a tiny, fairy-like creature whose lovely face was so animated and eyes were so bright that she seemed to sparkle all over." She possessed a character as beautiful as her person; a courage and strength of will far out of proportion to her dainty shape, and an intellect of masculine robustness. Often the poet availed himself of his wife's nice discernment; often the editor brought his work to the table of his library that he might labor with the faces around him that he loved, for their union was a very congenial one, and when two daughters came to bless it, as husband and father, Captain Hope poured out the treasures of his heart, his mind and soul. To his children he was a wise teacher, a tender guide, an unfailing friend, the most delightful of companions. His gentleness was that of a woman; his sympathy for and his understanding of young people never aged and he had a circle of dear and familiar friends of varying ages that usually

gathered about him once a week. There, beside his own hearth, his ready wit, his kindly humor sparkled most brightly, and there flowed forth most evenly that speech accounted by many well worth the hearing. For his was also the art of listening; he not only led the expression of thought, but inspired it in others. His own roof-tree looked down upon James Barron Hope at his best and down upon a home in the sacred sense of the word, for he touched with poetry the prose of daily living and left to those who loved him the blessed legacy of a memory which death can not take from them.

I have said that in his early years old Hampton claimed him. He became the son of the city of his adoption and sleeps among her dead.

CAPT. WILLIAM C. WHEELER.

Chief Engineer William C. Wheeler, who died August 16, 1900, was a native of Portsmouth. He entered the United States Navy in April, 1847, and was in the Mexican War, in Commodore M. C. Perry's squadron. He served on the coast survey and on the European, West Indian, African and other stations, and in the expedition to Paraguay. He was on the U. S. frigate "San Jacinto" at the capture of the British mail steamer, "Trent," with Mason and Slidell on board. He was chief engineer of the James River flotilla and of the fleet that went to the relief of Washington City when threatened. He also went out from New York for the builders in the Royal Italian iron-clad steamer, "King of Portugal," as the guarantee chief engineer. In the revenue cutter service he was a chief engineer, having srved as consulting and superintending engineer for service on the fleet afloat on the Great Lakes and on the coast of the United States. He was retired after a service of nearly 48 years, a veteran of two wars.

NAVAL CONSTRUCTOR GEORGE R. BOUSH.

Of Portsmouth, died in May, 1893. He was appointed assistant naval constructor August 5, 1869; was made naval constructor March 12, 1875, and was retired October 22, 1887. He married Miss Bilisoly, of Portsmouth, who survived him. He was, several years prior to his appointment master ship builder in the yard, and was well known by the older generation.

CAPT. WALTER R. BUTT

Was born in Portsmouth December 10, 1839. At the early age of fifteen he was commisioned a midshipman in the United States Navy from Washington Territory. During his first cruise on the U. S. S. "Constellation," off the coast of Africa, he was promoted to lieutenant, being at that period (1859) the youngest of that grade in the navy. During this cruise the "Constellation" captured a "slaver," which contained between 600 and 700 Africans, intended to be sold. This vessel was regularly, with its cargo, delivered to the United States agent at Monrovia. The Africans were liberated and the vessel sold as a lawful prize. The officers and seamen were entitled to a certain percentage of this prize money, payment of which was refused by the United States government to the Southern officers and others, who subsequently resigned their commissions in 1861. Upon his return to the United States in Boston, believing his allegiance due his native State, like many other Southern officers, he resigned his commission, and was thereupon imprisoned in Forts Lafayette and Warren, thence transferred to the U. S. S. "Congress," then lying in Hampton Roads. Being paroled and afterward exchanged, he entered the Confederate States Navy as lieutenant and was ordered to the famous iron-clad, "Virginia," participating in the two memorable engagements between that vessel and the wooden fleet and "Monitor" in Hampton Roads, remaining with the "Virginia" until the evacuation of Norfolk and the destruction of that vessel by the Confederates. At the close of the

war he became a captain in the Peruvian Navy and filled other prominent positions, visiting California, where he remained in the civil engineering service until his death, which occurred April 26, 1885.

LIEUT.-COL. WILLIAM FREDERICK NIEMEYER.

William Frederick Niemeyer was born in the county of Norfolk and State of Virginia, on the 12th day of May, 1840, and heroically met his death at the head of his regiment in the battle of Spottsylvania Court House, on the 12th day of May, 1864, his 24th birthday.

His great-grandfather, Hans Heinrich Niemeyer, was born at Hoya, Germany, in 1734, and died in 1806.

His grandfather, John Christian Niemeyer, was born in 1776, at Verden, near Bremen, came to America at the age of 18 years, and in 1813 he married Ann McLean, his second wife, the grandmother of the subject of this sketch, at Moyock, in Currituck County, North Carolina.

His father, William Angus Niemeyer, who died February 3, 1900, was born April 28, 1816, and married Sarah Howard Chandler (now living) on the 31st day of July, 1839. She is a daughter of Joseph A. Chandler, who was one of the foremost citizens and most distinguished lawyers of his day in Tidewater, Virginia.

Col. Niemeyer was the eldest of 12 children, three sisters and nine brothers. His brother, John Chandler Niemeyer, 1st lieutenant of Company I, 9th Regiment, Virginia Infantry, was killed in the famous charge of Pickett's Virginians at Gettysburg on the 3rd day of July, 1863.

William Frederick Niemeyer was a promising child with the noblest predilections. On the death of his grandfather Chandler, when not quite eight years old, he wrote the following tender and touching letter of condolence to his grandmother:

April 16, 1848.

My Dear Grandma:

I am very sorry that grandpa died, but the Lord will take care of you; do not weep, he is in the arms of the Lord Jesus Christ; he has got a crown of glory upon his head; he has an arm-chair, and he is singing and is shouting in glory. We must try to be good and when we die we may meet him there; he cannot come to us, but we can go to him if we are good.

Your loving grandson,

William F. Niemeyer.

He received the rudiments of his education in the schools of Portsmouth and at the Norfolk Academy; and upon the recommendation of Surgeon-General Lawson, United States Army, was appointed a cadet-at-large at West Point by President James Buchanan. His conditional appointment over the hand of Jefferson Davis, Secretary of War, was made on the 19th day of February, 1857, which directed that he should repair to West Point, in the State of New York, between the 1st and 20th of June, to be examined, and that under certain conditions in January next his warrant as a cadet, to be dated the 30th day of June, 1857, would be made. The conditions were fulfilled by creditable examinations and excellent deportment, which secured the warrant as a cadet in the service of the United States, dated as promised over the hand of John B. Floyd, Secretary of War, January 22, 1858. His course at the Military Academy was marked with creditable distinction; but the tocsin of war having sounded and although within a month of graduation he, with the heroic Gen. James Dearing, the dashing Gen. Thomas L. Rosser, and other noble spirits, left the Academy to give their services to their native States.

On May 1, 1861, John Letcher, Governor of Virginia, commissioned William Frederick Niemeyer 2nd lieutenant in the Provisional Army of Virginia, and on May 9th he was ordered by the Adjutant-General of Virginia to report to Maj.-Gen. Walter Gwynn, commanding Virginia forces at Norfolk; thereupon General Gwynn, on the 10th of May, ordered him to report to Col. R. E. Colston, under

whom he served as drill master at the entrenched camp, near Norfolk. On the 19th day of July, 1861, the President appointed him 2nd lieutenant, Corps of Artillery, in the Confederate States Army, over the hand of L. P. Walker, Secretary of War, C. S.; and his resignation as 2nd lieutenant of the Provisional Army of Virginia was accepted, to take effect on the 25th of July.

Samuel M. Wilson, a prominent citizen of Portsmouth, having been authorized by the Secretary of War to organize a battalion or regiment for the service of the Confederate States, called to his assistance the promising young lieutenant whose military training was essential to Colonel Wilson's success.

PORTSMOUTH, VA., May 5, 1862.

MAJOR WILLIAM F. NIEMEYER:

SIR: I hereby certify that at election held for the office of Major of the Battalion or Regiment being raised by me for the service of the Confederate States, under authority of the War Department through letter of the Adjutant-General of the 6th of July, 1861, you have this day been duly elected Major of said Battalion or Regiment, and notice of your election has been sent to Major-General B. Huger, commanding Department of Norfolk, to whom you will report for duty.

I am very respectfully,
Your obedient servant,
SAMUEL M. WILSON.

HEADQUARTERS DEPARTMENT, NORFOLK, May 6, 1862.

Report to General Blanchard for duty with Wilson's Battalion.

By order of General Huger.
S. S. ANDERSON,
Assistant Adjutant-General.

DEPARTMENT OF NORFOLK, HEADQUARTERS THIRD BRIGADE. PORTSMOUTH, VA., May 6, 1862.

Special Orders, No. 83.

I. Major William F. Niemeyer, Wilson's Battalion, having reported for duty to Brigade Headquarters by order of Major-General Huger, is assigned to the command of the troops at Forrest Entrenchment.

By command of Brigade-General Blanchard, Commanding Third Brigade.

W. L. RIDDICK,
Assistant Adjutant-General.

DEPARTMENT OF NORFOLK, HEADQUARTERS THIRD BRIGADE.

PORTSMOUTH, VA., May 7, 1862.

Special Orders, No. 84.

II. Major William F. Niemeyer, Wilson's Battalion, will proceed to Pig Point and superintend the election of company officers for Company "H," Ninth Virginia, Captain Neblett, and Sussex Defenders, Wilson's Battalion, Captain Mason, to be held tomorrow, 8th instant, in accordance with provision of Conscript Act.

Major Niemeyer will furnish each officer then elected with a certificate of election, and duplicates must be sent to Adjutant and Inspector General's office, Richmond, through Brigade Headquarters.

By command Brigade-General Blanchard, Commanding Third Brigade.

W. L. RIDDICK,
Assistant Adjutant-General.

To MAJOR W. F. NIEMEYER,
Commanding Forrest Entrenchment.

Major Niemeyer, with his command, retreated from Forrest Entrenchment, near Hall's Corner, in Western Branch, Norfolk County, on the 10th of May, 1862, the day Norfolk and Portsmouth were evacuated, which he noted in his diary, "The saddest day of my life," and marched to Suffolk. On the 11th day of May, he left for Petersburg, via Weldon, where he arrived on the 13th, and assummed command of the city and the Department of Appomattox for a short while. On the 22nd day of May, 1862, the officers of the line assembled at Jarrett's Hotel, in Petersburg, under supervision of Maj. George W. Grice, assistant quartermaster, and elected field officers of the Sixty-first Virginia Regiment Infantry, as follows: Colonel, Samuel M. Wilson; lieutenant-colonel, William F. Niemeyer; major, William H. Stewart. Their commissions were issued on the 15th of July, 1862, by George W. Randolph, Secretary of War, to date from the 22nd day of May, 1862.

HEADQUARTERS, PETERSBURG, VA.,
August 23, 1862.

Pursuant to Special Order, Headquarters, Petersburg, August 22d, the members of Board of Survey met this day at 12 M., and valued and mustered into Confederate service the following horses:

One roan mare, belonging to Lieutenant-Colonel William F. Niemeyer, valued at $175.

One bay horse, belonging to Major William H. Stewart, valued at $225.

(Signed) LIEUTENANT CHARLES D. MYERS, A. D. C.
JOHN A. BAKER, A. D. C.
LIEUTENANT J. A. SHINGLEIN, A. D. C.

Detachments of the 61st Regiment, Virginia Infantry, were sent from Petersburg to City Point, Port Walthall, and Point of Rocks,

on the Appomattox River, below the city of Petersburg.

On the 3d of September the regiment was ordered to Richmond, and from thence to Brook Church, where it encamped until the 5th, when it was ordered to Rapidan Station to rebuild the railroad bridge. The army of Northern Virginia was then in Maryland, and on its return to Virginia, the 61st Virginia Regiment was assigned to Mahone's Brigade by order of General Lee.

Lieutenant-Colonel Niemeyer was in active command of the 61st Virginia Regiment from its organization until October, 1862, when its command devolved upon Col. V. D. Groner, selected to succeed Colonel Wilson, who had resigned.

Colonel Niemeyer was engaged in the battles of Fredericksburg, Zoar Church, McCarty's Farm, Chancellorsville, Salem Church, iGettysburg, Hagerstown, Bristoe Station,Mine Run, Wilderness, Shady Grove and Spottsylvania Court House. He was severely wounded in the ankle at Bristoe Station; and after having commanded his regiment in two brilliant and successful charges of the memorable 12th day of May, 1864, was killed by a sharpshooter in the shadow of that bloody day at Spottsylvania Court House. So fell a noble man, a brave soldier, a true citizen, who loved his country better than his life, and who was loved by his soldiers with brotherly devotion. His remains were sent to Richmond and buried in Hollywood Cemetery, where they now rest.

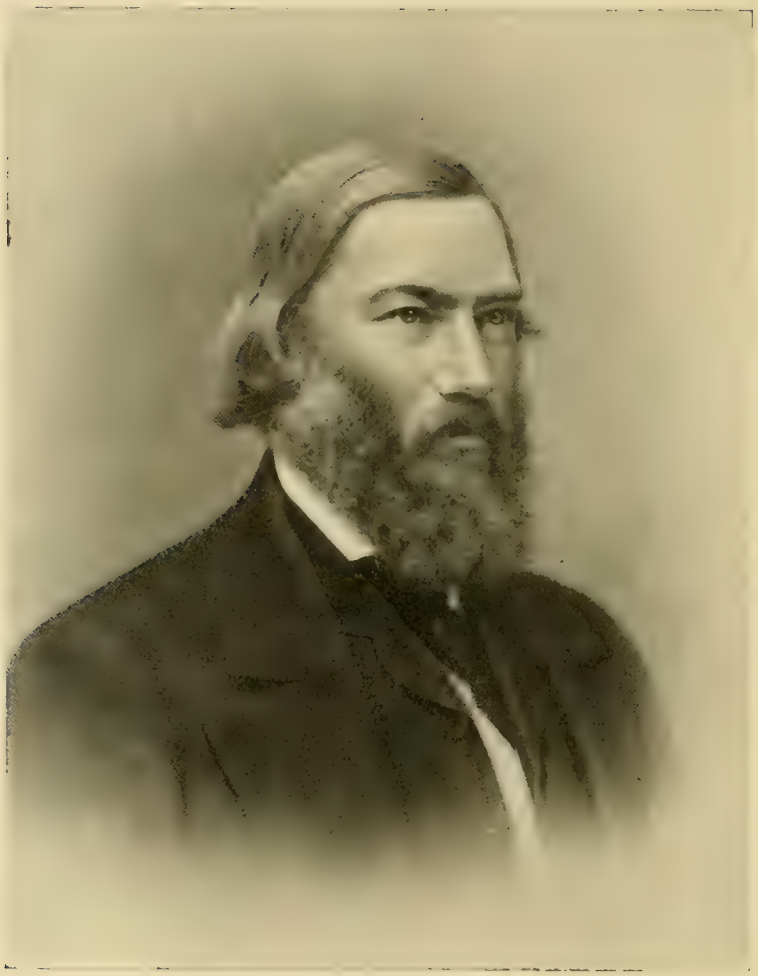
He married in Portsmouth on the 2nd day of January, 1862, Sarah Campbell Smith, who has, since the death of her husband, devoted her life to aiding the widows and orphans of Confederate soldiers, and in perpetuating memories of the Lost Cause, with ardor and devotion, unflagging and fearless, as a true and faithful daughter of the Confederacy.

Stonewall Camp, Confederate Veterans, Portsmouth, Virginia, has on more than one occasion tendered to her unanimous vote of thanks in appreciation and gratitude for her invaluable services in its behalf, and she shall have the thanks and esteem of every individual member as long as life lasts.

Colonel Niemeyer left one child—John Frederick Niemeyer.

NAVAL CONSTRUCTOR SAMUEL WILSON ARMISTEAD,

A resident of Portsmouth, Virginia, died January 27, 1895, from an accident at Mare Island Navy Yard, California. He was born in September, 1861, and in 1879 stood a competitive examination for admission to the United States Naval Academy and passed among the first on the list. After graduating he again stood a competitive examination for a post-graduate course at the great shipyard of the British government at Greenwich, England, which course was inaugurated by this government for the brightest men in the Naval Academy, and in this examination he was successful. After finishing his course he was assigned to the "New York" for about a year; he was then ordered to the Quintard Yard, Boston, to superintend the construction of the United States cruiser, "Marblehead." He next went to New York in connection with the same ship, which had been sent there for completion. His next duty was at the Norfolk Navy Yard in Portsmouth, Virginia, where he remained only a few months, when he was ordered to Mare Island Navy Yard, and there the accident occurred, caused by the breaking of hawser, which struck him with fatal effect. He was a man of brilliant culture, great skill and earnest devotion to duty.



CAPT. JOHN JULIUS GUTHRIE.

Representative Citizens

JOHN JULIUS GUTHRIE, who resides at Swimming Point, near Portsmouth, Norfolk County, Virginia, is a native of Portsmouth, and a son of Capt. John Julius Guthrie.

Samuel Guthrie, the great-grandfather of our subject, served with two brothers in the Revolutionary War. Dr. John Wilburn Guthrie, his son and grandfather of the present family, was a surgeon in the 2nd Regiment of North Carolina during the war of 1812. He owned an elegant home at Washington, North Carolina, and was a well-known physician of his day, with a large practice, a cultured and influential gentleman.

Capt. John Julius Guthrie, his son, was born April 15, 1815, and entered the United States Navy in 1834 as a midshipman, in which service he attained high distinction both in time of war and peace. A brief sketch of his interesting life, written by one familiar with his career and character, appeared in the *Norfolk Daily Landmark*, December 2, 1877, and is as follows:

"The subject of this brief memoir was born in a State prolific in brave men, having first seen the light in Washington, North Carolina, where his father, Dr. J. W. Guthrie, U. S. Army, resided. His early education was carefully directed, and was partly acquired at the University of Chapel Hill. In 1833 he was appointed a cadet at West Point, but after a year's instruction at that famous school he received an appointment in the navy, which he entered as midshipman in 1834. He was ordered to the sloop-of-war 'John Adams,' bound to the Mediterranean, where that ship joined the squadron under command of Commodore Paterson. The name of that officer will readily be recalled by those who were intimate with the lamented Guthrie, and the impressions made then on his youthful mind are explained by the fact that he traveled with the Commodore's family through a great part of Europe, and in their company made a journey to the Holy Land.

"On his return from Europe he was ordered (1838) to join the frigate 'Columbia,' Commodore Reed, and in her sailed from this port for China. At the expiration of three years he returned to the United States and passed his examination with credit. In 1840 he was married in Portsmouth to Louisa S. Spratley, who survived him 24 years. He then served in the 'Pennsylvania' (receiving-ship), the steamers 'Poinsett,' 'Macedonia,' sloop-of-war 'Warren,' steamers 'Huron' and 'On-ka-Hye' (commanded by Lieut. Arthur Sinclair, whose name is still dear to many hearts in this city), and from her he was transferred (1845) to the 'Flirt' (always associated here with the celebrated Jack Davis). In this vessel Guthrie sailed for the Gulf of Mexico, where he served through the Mexican War, his vessel performing varied and arduous services as a member of the squadron blockading Vera Cruz.

"At the end of the war he returned to the

United States, and after a short time of service he was ordered to the frigate 'Brandywine,' destined for the Brazils, where he spent three years under Commodore Storer, who commanded the squadron. He was again ordered to that station (1852), and while engaged in this duty he translated a history of Brazil, the manuscript of which was lost at sea while en route to the publishers. On his return to the United States, he was ordered to report for duty at the U. S. Naval Observatory under Capt. Mathew Fontaine Maury, and was for two years in the full enjoyment of the confidence and affection of that great man, who organized this branch of the public service. When detached from the observatory he reported to Captain Biglow (1855), on board the 'Levant' under orders for the East Indies.

"Captain Guthrie's second visit to the coast of China was destined to be far more exciting than that previously recorded, for it was then that the Anglo-French war occurred, in which the Chinese at the Barrier Forts, on the Canton River, were attacked by our naval forces as the American flag had been wantonly fired upon by these infuriated Celestials. Reparation for this outrage having been refused, the gallant Foote, afterward an admiral, got the 'Plymouth' and 'Levant' into position, and under a heavy fire from their batteries landed a force of seamen and marines. One division of the stormers was commanded by Guthrie and his splendid valor carried him foremost of them all up the beach, where, after a fierce struggle, the Chinese were driven back, and hauled down their ensign with his own hands. Previous to this assault, Lieutenant Guthrie, as a volunteer, had made by night a close reconnoisance of the forts, four in number, which had been well and skillfully constructed by European engineers according to the best methods then known to military men.

"Early in April, 1858, he arrived at Boston, in the 'Levant,' and was granted the customary three months' leave. During this time he presented the flag he had captured at the Barrier Forts to his native State, which had voted him a sword of honor for his conspicuous gallantry in the assault by which they were carried. Passing over minor details of routine service, we resume the thread of his eventful life on board the sloop-of-war 'Saratoga,' under Commander Alfred Taylor, under orders from Philadelphia for Africa. While cruising along that desolate and torrid coast, information was received that a large ship, freighted with 900 slaves, was up the Congo River, and that her captain, a notoriously daring man, was resolved never to be captured. An expedition was at once fitted out against this enemy of humanity, and Lieutenant Guthrie, then the executive officer of the 'Saratoga,' having picked the officers and men of the detachment, undertook the desperate enterprise.

"In this he was successful. The slaves were liberated in Liberia, and Lieutenant Guthrie brought the slaver 'Nightingale' to the United States as a prize. He reached New York in July, 1861, and found the Republic convulsed by civil war.

"Here he met his old friend Captain Foote, who said to him, 'Guthrie, I hope you will remain in the service.' To which our dead friend made the characteristic answer, 'I shall do that which my conscience enjoins on me, as I understand my duty.' 'I know you will,' was Foote's reply, and this was all that passed between those brave seamen and lifelong friends on the mournful topic of Guthrie's resignation."

The "Nightingale" was the last slaver ever captured by an American war-ship and this occurred April 21, 1861. She was owned, manned and equipped in Boston, Massachusetts, and a Southern officer captured her after the war between the States had virtually commenced.

Lieutenant Guthrie accepted a commission as captain in the Confederate States Navy, and served with gallantry until the close of the war. In 1875 he was appointed by President

Grant as general superintendent and disbursing agent of the life-saving stations on the coast of North Carolina and Virginia. He was drowned November 25, 1877, in his noble and heroic attempt to save the lives of those on board the U. S. man-of-war "Huron," stranded off Kitty Hawk Beach, North Carolina.

Captain Guthrie married a daughter of Capt. Benjamin Spratley, who was a soldier in the War of 1812. Captain Spratley's wife was a daughter of Dr. William C. Schutte, a French Royalist and refugee from San Domingo. The widow of Captain Guthrie died in 1900, aged nearly 78 years. She was a most excellent and lovable lady, highly gifted, refined and accomplished. Of 10 children born to this union, seven reached maturity, and six are now living, as follows: Dr. Joseph A., U. S. Navy, who two years ago left the United States as surgeon of the flag-ship "New York," and is now in charge of the U. S. Naval Hospital as Isabela, Island of Basilan, Philippine Islands; Mary Louisa; Annette Caroline; Elizabeth Joanna, wife of Hubert D. Ward; Jeanne Agnes; and John Julius, the oldest surviving child. The five last named all reside at the old homestead at Swimming Point.

Captain Guthrie was a Christian gentleman of rare intellectual attainments, polite, gentle and kind—he controlled his men by the force of a gallant example and his own heroic bearing. Many of our present admirals served under him as junior officers, and it is safe to say that all would testify to his uniform kindness and genuine worth. He was always considerate of his inferiors and while enforcing discipline was never abusive or exacting.

Benjamin Wilbur Guthrie, oldest son and first born child of Captain Guthrie, died in New York City, April 21, 1895. Early in 1861, he entered the Confederate army, where he served until after the Seven Days' battle around Richmond, whn he was appointed lieutenant in the navy and ordered to Charleston, South Carolina, and was there on the "Palmetto State," an iron-clad gunboat, when that city was evacuated. At the termination of the war, after remaining a few months at home, he removed to New York City, engaged in the wall-paper business, married and resided there until his death. His widow survives him.

When a boy, John Julius Guthrie, Captain Guthrie's namesake and oldest surviving son, lived at Portsmouth, Virginia, and at Washington, D. C., from 1853 to 1861, when he returned to his native city. He was a midshipman in the service of the Confederate States Navy from 1861 until 1865 and during that time was captured at Island No. 10, and sent to the prison at Sandusky, Ohio. At the close of the war he returned to Portsmouth and for a number of years traveled from Baltimore, New York and Louisville, Kentucky. For the past few years he has made his home at Swimming Point. This home is an old colonial brick house and was built by Col. William Craford, to whom the land upon which Portsmouth now stands was granted by royal patent in 1716 by King George I. Colonel Craford founded and laid out Portsmouth after his own native city—Hull, England, and this mansion house on his plantation, the present home of the Guthrie family—was erected in 1735, or thereabouts. It is beautifully and picturesquely located on the Elizabeth River, opposite Norfolk. A view of this home is shown on page 168 of this work. This building is referred to on page 26 of this history and is also mentioned in and in connection with the will of Colonel Craford in Chapter XXII.

Mr. John Julius Guthrie is well known in Portsmouth and Norfolk County, and is a man of many admirable traits of character. He was educated at Georgetown College, D. C., and has traveled extensively. He has never sought office, but leads a quiet, unostentatious life and devotes his time to literature and farming. A portrait of Captain Guthrie accompanies this sketch.

RICHARD T. CROMWELL, who, in partnership with his brother, John G. Cromwell, conducts a farm of 132 acres near Norfolk, Virginia, is well-to-do and has one of the best farms in this section of the State. He was born October 15, 1872, and is a son of Franklin and Isabelle C. (Phelps) Cromwell, grandson of John G. Cromwell, Jr., and great-grandson of John G. Cromwell, Sr.

John G. Cromwell, Sr., was born in Maryland in the eighteenth century and during his life followed the trades of carpenter and shoemaker very successfully. His ancestors came to this country from England and trace their descent direct from Oliver Cromwell, well known in English history as Lord Protector of England, and a descendant of the House of Stuart. John G. Cromwell, Sr., had a son, John G. Cromwell, Jr., also born in Maryland in 1809. He was a carpenter by trade, like his father, and died at the age of 72 years, leaving a son, Franklin, father of the subject of this sketch.

Franklin Cromwell was born April 20, 1832, and claims Maryland as his native State. When he reached manhood he diligently applied himself to the trade of his ancestors, that of a carpenter, and worked at it for 15 years. He then abandoned it, went to Norfolk in company with an uncle, Joshua Hawkins, and commenced work on some land belonging to him. For seven years they were very successful, and at the end of that time young Cromwell bought the farm of 132 acres for $10,000. Half of that sum was paid down and the balance was soon canceled, as he made money rapidly, owing to the productiveness of the land. Agricultural pursuits occupied his attention from that time until about seven years ago, when his two sons, Richard T. and John G., rented the property; the father still makes his home there.

Franklin Cromwell was united in marriage with Isabelle C. Phelps, a daughter of Nelson Phelps. The ceremony took place February 9, 1861, and they had the following children: Joshua P., born September 30, 1867, who is a successful farmer, married Bertha Hart, and has four children. Jennie P., who is living in Norfolk, the wife of R. J. Malbon, and has four children; Richard T. and John G., both residing on the home farm; and Ruth B., who married E. B. Macon, and with her husband and little boy resides in Norfolk. Mr. Cromwell belongs to the Masonic fraternity, having became a member of Lodge No. 101, of Maryland, in 1853. In politics, while he votes the Republican ticket in presidential campaigns, his preference is given to the Democratic party in city and township elections.

Richard T. Cromwell, the subject of this biography, attended the public schools during his youth. His brother, John G., born March 9, 1873, shared his fortunes in those early days, and both remain on the farm with their father. In 1894 they rented the farm and have since been successful to a marked degree. The farm is in the center of the greatest garden area in the world, the soil being a sandy loam, especially adapted to gardening, and the climate being such that some kind of truck may be raised and marketed at every season of the year. The 132 acres is nearly all one large garden-spot, taking not a few laborers to care for it properly. Last year $16,000 worth of truck was sold off of the place, the expense of preparing the ground the raising and marketing the products amounted to about half that sum. Most of the produce raised is put on the boats at Norfolk on one day and the following day it reaches New York City in time for the morning market, which begins there about 12 o'clock at night. In all probability it is eaten by the residents of that city at their noon meal of the day after it is sent from Norfolk. In December the cabbage is transplanted; in January radishes and lettuce and other spring vegetables are sown, and when these are ready for the market they are shipped to Boston and Philadelphia, as well as to New York City. In extreme cases strawberries have been in the



LIEUT.-COL. WILLIAM H. STEWART,
1862.

market in April, but May usually sees hundreds of acres of this fruit ready for use.

The subject of this sketch keeps a kennel of fine dogs, and when he can take his recreation enjoys the hunting of rabbits and partridges, which abound on and around his farm. He is the embodiment of activity, energy and perseverance, and may well be proud of his well-regulated farm and the successful business he carries on. He and his brother take an active part in political affairs and are thorough Democrats.

COL. WILLIAM HENRY STEWART is well known to the residents of Norfolk County, Virginia, the scene of his entire business career. He attained prominence in the practice of law and through his connection with many quasi-public enterprises. He is a son of William Charles and Catharine Matilda (Garrett) Stewart, and comes of a family long established on Virginia soil. On his mother's side he is directly descended from William Moseley, who came to Norfolk County in 1649 and was a member of the County Court from 1650 until his death.

Charles Stewart, great-grandfather of the subject of this sketch born about 1730, married Martha Foreman, daughter of Alexander Foreman. He was a soldier of the American Revolution, and the records in the War Department, at Washington, D. C., show that Charles Stewart was commissioned as ensign in Captain William Grimes' Company of the 15th Virginia Regiment of Foot, commanded by Lieut.-Col. James Innes. His name first appears on the roll of that organization for July 1, 1777, with remark, "Commissioned April, 1777." He is reported on the roll for August, 1777, as "Looking after the sick in Philadelphia;" on the roll for September and October, 1777, without remark; on the roll for November, 1777, as "Turned over to Captain Gregory's Company;" December, 1777, he is reported with rank as 2nd lieutenant, and on rolls for January, February, March and April, 1778, his name is borne without remark. His name next appears on the roll for December, 1778, of the field and staff of the 11th Virginia Regiment, commanded by Colonel Buford, with remarks, "Appointed June 24th, 1777, rank 2nd Lieutenant, 5th Company;" and on the muster rolls of Capt. David Mason's Company of the 11th Virginia Regiment in General Woodford's Brigade, commanded by Colonel Buford, from December, 1778, to November, 1779, without additional information. The roll of November, 1777, shows the designation of the organization to be "the 5th and 11th Virginia Regiment of Foot," commanded by Col. William Russell. The records of the Bureau of Pensions in Washington show that Charles Stewart was granted 2,666 2-3 acres of land on April 10, 1819, by the State of Virginia, for three years service as an ensign in the Virginia Continental line,—Virginia Military Warrant No. 6,308. In minute book No. 12, page 49, of the Norfolk County Clerk's office, appears the following order: "At court held for Norfolk County the 15th day of February, 1813, Jesse Nicholson came into court and made oath that Charles Stewart, formerly of this county, was an ensign in the 15th Virginia Regiment in the Revolutionary War; that he served for upwards of three years, and how much longer he does not know, and he thinks, was afterward advanced to a lieutenant, which is ordered to be certified, and it is also certified by the court, William Stewart, Charles Stewart and Alexander Stewart, are the only children and heirs at law of the said Charles Stewart, who is dead."

On the 19th day of July, 1790, Charles Stewart was recommended to the Lieutenant-Governor by the Court of Justice of Norfolk County as a proper person to be captain in the militia of this county; was duly appointed and qualified by taking oath of fidelity to the Commonwealth of Virginia. Prior to the Revolu-

tion, under the colonial government, he held an office in the militia of Norfolk County. The court records show a number of real-estate transactions in St. Bride's Parish of Norfolk County; also the land office in Richmond shows land patents issued by Lieut.-Gov. Beverly Randolph to William Wilson, Jr., and Charles Stewart; and the land tax book for St. Bride's Parish for 1797 in the Circuit Court Clerk's office of Norfolk County, shows Charles Stewart assessed with seven parcels of real estate, amounting to 542 acres, valued at £273, 16s., 8d. Charles Stewart died in February, 1801. His children were: William, born August 11, 1780; Charles, born August 30, 1782; Joseph, born May 20, 1784; Ann, born July 12, 1786; Alexander, born March 8, 1788; and John born December 9, 1791 Joseph Ann and John died in infancy.

Alexander Stewart, son of Charles Stewart, married Lauretta Wallace, in 1807, and died in 1813 as a result of a cold contracted while serving in the War of 1812. His widow was afterward twice married. She was born March 3, 1786, and died June 6, 1857. They had three children: Joseph, born in 1808; William Charles, born September 21, 1810; and Caroline Frances, born October 17, 1812.

William Charles Stewart, son of Alexander Stewart and father of the subject of this sketch, was a lieutenant of State Volunteers during the Mexican War, but his command was not called into service. He was imprisoned during the Confederate War at Old Point by Gen. B. F. Butler, for his loyalty to the South. On September 13, 1837, he married Catharine Matilda Garrett, and they had three sons and two daughters, as follows: William Henry; Charles Alexander; Robert Edward Bruce; Nannie Garrett, deceased; and Sarah Catharine (Etheridge), deceased. William Charles Stewart died June 29, 1865.

Col. William H. Stewart was educated at common and private schools of Norfolk County, at the Union Male Academy of Hertford County, North Carolina, and at the University of Virginia. He was an ardent secessionist and promptly responded to the call of his native State for troops to repel the Northern Army of Invasion. He was 2nd lieutenant of the Wise Light Dragoons, State Volunteers, called out April 22, 1861, and encamped at Denby's Church in Norfolk County, to picket the beach with Doyle's cavalry from Ocean View to Sewell's Point. After a few weeks of active service, the organization, having insufficient numbers to be mustered into the Confederate service, was disbanded, and the Jackson Greys were recruited and mustered into the Confederate Army July 12, 1861. His first service was at Fort Nelson, heavy artillery, Portsmouth, Virginia; from thence to rifle-gun battery at Sewell's Point, Norfolk, County, Virginia. Captain William H. Stewart, Jackson Greys, commanding this battery, was engaged March 8, 1862, with the U. S. frigate "Minnesota;" and with the United States fleet bombarding Sewell's Point, May 8, 1862. On the evacuation of Norfolk, he was ordered to Petersburg, his company being assigned to the 61st Regiment, Virginia Infantry, as Company A, and was elected major of his regiment. He was in the engagement at Rappahannock R. R. Bridge, November 7, 1862; at Fredericksburg, December 11, 12 and 13, 1862; at McCarty's Farm or Chancellorsville, May 2, and 3, 1863; at Gettysburg, July 2 and 3, 1863; at Hagerstown, commanding brigade picket line, July 6 to 11, 1863; at Culpeper or Brandy Station, August 1, 1863; at Mine Run, December 2, 1863; at the Wilderness, May 6, 1864; at Shady Grove, May 8, 1864; at Spottsylvania Court House, wounded slightly, May 12, 1864, promoted to lieutenant-colonel. Here the colonel of the regiment was also severely wounded so that the command of the regiment devolved upon Lieutenant-Colonel Stewart, who commanded the regiment in the following engagements: At North Anna River, May 21 to 23, 1864; at Hanover Court House, May 28 and 29, 1864; at Lee's Station, June 1, 1864; at Cold Harbor June 1, 2 and 3, 1864; at Turkey

Ridge (skirmishing) June 4 to 13, 1864; at Frazier's Farm, skirmish, June 13, 1864; at Wilcox Farm (Petersburg), June 22, 1864; at Gurley House, June 23, 1864; at Ream's Station, June 27, 1864; at the Crater, July 30, 1864; at Ream's Station, August 25, 1864; at Burgess' Mill, October 29, 1864; at Hicksford, December 9 and 10, 1864. On the return of Colonel Groner, after recovering from his wound, Lieutenant-Colonel Stewart issued the following congratulatory order:

HEADQUARTERS, 61ST VA. INFT., Dec 14, 1864.

GENERAL ORDER NO. 14.

As the Lieutenant-Colonel is about to relinquish command, he desires to express to the officers and men his heartful thanks for uniform courtesy and prompt observance of all orders. He congratulates you upon the noble part you have taken in the brilliant success of the campaign. Besides participating in the capture of artillery, small arms and prisoners, eight battle-flags are trophies of your 'prowess. Soldiers! These achivements have only been attained by sad depletion in your ranks. Let the noble deeds of your fallen comrades and the oppressive slavery of your kinsmen stimulate you to renewed efforts in behalf of your afflicted country. Stand steady and firm by your tattered battle-fiag of the future as you have in the past and soon an honorable peace with the independence of your country will be a glorious reward.

WILLIAM H. STEWART,
Lieut.-Col. Commanding.

W. A. S. TAYLOR,
Adj't.

The regiment was in the battle of the 19th of August, 1864, under Colonel Groner, but his old wound forced him to relinquish the field. The regiment was engaged in the battle of Hatcher's Run, February 6, 1865, under Lieutenant-Colonel Stewart; at Petersburg the regiment evacuated the Bermuda Hundred line, April 1, 1865; was engaged with cavalry at Amelia Court House, April 5, 1865; at the battle of Cumberland Church, Lieutenant-Colonel Stewart commanded the division picket line, April 7, 1865; and the command surrendered at Appomattox Court House April 9, 1865. Lieutenant-Colonel Stewart was paroled and returned to his father's home.

After the war Colonel Stewart engaged in farming on his father's farm, the latter dying soon after the former's return from the Confederate service, and continued until 1870, when he removed to Portsmouth, studied law and was licensed to practice on October 3, 1871; there he has since resided and practiced law. He was Commonwealth"s attorney of Norfolk County from July 1, 1875, to July 1, 1893, an eventful period of public litigation. The finances of the county were in such condition in 1873 as to require a special levy of 15 cents on $100 to meet the increasing demands upon the county; but in 1876 the regular levy was reduced five cents and in 1880 no tax was levied. At a meeting of the Board of Supervisors held on October 21, 1879, the following was offered and passed: "In view of the fact that there is a large balance in the hands of the county treasurer, sufficient to meet the expenses for the year 1880, it is so recommended that we levy no county tax for next year." Book No. 1, Page 337. This was owing to the fact that several suits had been pushed to a successful termination by the attorney for the Commonwealth, which brought large sums into the treasury of the county, the most important of which was the judgment against the city of Portsmouth for a sum over $12,000, obtained from a settlement growing out of the separation of the city and county in 1858. On December 4, 1877, the Board of Health of the city of Norfolk voted Commonwealth's Attorney William H. Stewart a resolution of thanks for prosecuting the slaughter-house nuisance in the suburbs of the city in "an able and direct manner." . *The Public Ledger* in 1877 said: "In Col. William H. Stewart, the Commonwealth's Attorney for the county of Norfolk, the people have a faithful and fearless representative—a man who neither fears nor courts the action of the rings that have controlled and prevented the prosperity of that county. In these times of degeneracy and sycophancy a faithful officer is a jewel of priceless value to a tax-burdened and ring-ruled people."

Colonel Stewart was Portsmouth city editor of the *Norfolk Landmark* from its estab-

lishment by Capt. James Barron Hope, until April 1, 1876. He was the editor of the *Daily Times* of Portsmouth for two years, resigning March 6, 1880. He has been closely identified with the street railways, having been vice-president and director of the Portsmouth Street Railway, and president and director of the Port Norfolk Electric Railway from its organization until he resigned in April, 1897. The location of a town on the old Glebe farm, Port Norfolk, was his conception.

Colonel Stewart was married October 30, 1873, to Annie Wright Stubbs, of Portsmouth, a daughter of John S. and Stella L. H. (Armistead) Stubbs. She was born July 30, 1848, and died November 28, 1883. They had one child, Robert Armistead, born on Friday, March 9, 1877. William H. Stewart again intermarried with Sallie Watson Magruder, of Albemarle County, Virginia, September 20, 1888. Her father was Col. Benjamin H. Magruder and her mother Maria Louisa Minor, a daughter of Dr. James Minor (and Polly Watson), who was a son of Garrett Minor, of Sunning Hill, Louisa County, Virginia, and Mary Overton, *nee* Terrill. Garrett Minor was a member of the Committee of Safety for that county in 1775.

William H. Stewart is a member of Virginia Society, Sons of the American Revolution; past commander of Stonewall Camp, Confederate Veterans; and vice-president of the Norfolk and Portsmouth Bar Association. He is a vestryman of Trinity Protestant Episcopal Church, Portsmouth Parish, and a member of the board of trustees of Portsmouth Orphan Asylum. He was a member of the State Board of Visitors to Mount Vernon in 1898. His oration on Matthew Fontaine Maury excited great interest. In commenting upon it the *Norfolk Landmark* editorial said: "Some of us had the pleasure of listening to this oration on a former occasion, but the remembrance of the beauty and fervor of its style and the lofty patriotism which pervaded it from beginning to end will cause us to feel thankful for the chance of once more enjoying it; Colonel Stewart is a speaker of rare gifts and can command respect and admiration upon any subject that he touches; but this is one dear to his heart." And Prof. Willis A. Jenkins wrote: "Colonel Stewart is an orator of unusual ability and among the many excellent efforts I have heard from him, none compare with the picturesque, complete, impassioned, magnificent oration on the great Virginian. Among the hundreds of lectures and orations to which I have listened, I recall no one that I enjoyed more, nor one that has made a deeper impression upon me.'"

A portrait of Colonel Stewart appears on Page 12. In connection with this sketch a war-time picture is shown, engraved from a photograph taken in 1862.

HENRY L. GUY, postmaster and merchant at Tanner's Creek, Norfolk County, Virginia, is a man of rare business ability, and by the pleasant and courteous manner which he manifests toward every one has become very popular and has made many friends throughout his section of the country.

Mr. Guy was born January 25, 1864, and is a son of Joseph L. and Mary F. (Braughton) Guy, grandson of John Guy, and great-grandson of George Guy. George Guy was one of four brothers who were born and reared in Norfolk County, and lived here during the eighteenth century, mainly following both farming and fishing. Of these, Harry died in early life; Nelson lived to a ripe old age; Bailey attained the age of 60 years; and George, great-grandfather of Henry L. Guy, died of old age. His son, John, the grandfather of Henry L., was a farmer and fisherman in Norfolk County and passed to his final rest in 1858 when 72 years old. His son, Joseph L., was born January 31, 1825, about four



COL. WILLIAM LAMB.

miles from Norfolk. Until a short time ago he led an active life as a farmer and fisherman, and disposed of the fruits of his skill in the Norfolk market with great success; he is now retired from business. In 1852 he was united in marriage with Mary F. Braughton, a daughter of Henry A. Braughton, a successful merchant. J. D., Anna B. and Henry L. are his children.

Mr. Guy's education was limited to the knowledge obtained from a common school, and much of his early life was spent on a farm. In 1889, however, he started out for himself, rented a storeroom in Tanner's Creek, purchased a stock of merchandise and did a successful business for five years. He sold his business at that time and removed to Norfolk, where he was in business two years, and then sold out again and returned to Tanner's Creek. There he built a storeroom, directly opposite to the one he had previously occupied, and purchased another stock of merchandise. He has been in the same line ever since and enjoys the best of trade.

During Cleveland's administration Mr. Guy was appointed postmaster and has held the same position ever since, the postoffice now being located in his store. In politics Mr. Guy is an ardent Democrat. In religious attachment he is a member of the Baptist Church.

Mr. Guy is industrious and energetic, and discharges his duties in a manner above criticism, thus acquiring the good will and commendation of all who have dealings with him. His unqualified success in business is as gratifying to his friends as it is to himself.

COL. WILLIAM LAMB, editor, soldier, statesman, orator and man of business, whose portrait is shown on the opposite page, was born at Norfolk, Virginia, September 7, 1835, and was graduated from William and Mary College in 1855, after which he took the law course. He then became editor of the *Daily Southern Argus*, and continued as such until the outbreak of the Confederate War. He was a delegate to the Democratic National Convention in 1856. In 1857 he secured the election of a City Council at Norfolk, pledged to establish a system of public school education, modeled upon that of New England, and they put it in operation in advance of any Southern community. He has been the champion of popular education since that time. He warmly advocated the education of the colored race, after his state was re-admitted to the Union. He was a visitor to the University of Virginia, and acting rector during one session, and has long been a visitor of William and Mary College, and a trustee of the Norfolk Academy. He was placed at the head of the State Democratic electoral ticket in 1860, sided with Breckenridge when the party was divided, and was the one elector on that ticket that was chosen.

When the war between the States broke out he tendered his services and that of his volunteer company, "The Woodis Rifles," to the Governor of Virginia for active duty, and served till the fall of Fort Fisher, North Carolina, January 15, 1865, of which he was commander. Captured there, he was so desperately wounded that his life was saved with difficulty.

Previously, on the 25th of December, 1864, he had repulsed a combined attack of Gen. Benjamin F. Butler and Admiral Porter with the famous powder-ship. The heroism displayed in the defense of Fort Fisher, before it fell under the combined attack of General Terry and Admiral Porter, earned for Colonel Lamb the title of "Hero of Fort Fisher" among the people of the Southern States. He was stimulated to this brilliant defense by a message from General Lee, the head of the Confederate forces, to the effect that if Fort Fisher was taken by the enemy, he (Lee) could not feed his army. The engineering feat of Colonel Lamb is best described in the words of his friend, Col. J. R. Waddy, of Norfolk:

"Although Colonel Lamb entered the Confederate service as captain of a rifle company, two Parrott guns were assigned him and he was sent to Sewell's Point, situated on Hampton Roads, below Norfolk, to help protect the batteries which were being constructed there. The afternoon he arrived at Sewell's Point his company, with details from other companies, had an engagement with the gunboat 'Monticello,' which had been sent there to interrupt the work on the batteries. After an hour's fighting his Parrott guns drove the 'Monticello' away. It was here that Colonel Lamb conceived the idea of commencing the study of military engineering, and from that time until the end of the war he was an indefatigable student, getting all the text-books available, especially through the blockade after he took command of Fort Fisher. He found in Charleston, while on the staff of General Anderson at Wilmington, a complete history of the Crimean War, with a full plans of the works and defense of Sebastopol. He took the fortifications around Sebastopol as his model and adapted them to the defense of New Inlet, with many modifications and improvements, and when the fort was captured, although far from being finished, it was the largest fortification in the Confederacy and was called the 'Malakoff of the South.' The land-face extended from the Cape Fear River to the ocean, and the sea-face protecting the Inlet was a series of batteries connected by a heavy curtain, ending with a mound 60 feet high, which had a plunging fire on the channel. These two sides of the works, which were all that had been completed, were nearly a mile and three-quarters in length, but had only 44 guns, two mortars and four pieces of light artillery to defend them, an armament smaller than several of the frigates in the attacking fleet. Although 40,000 shot and shell were expended against these works, not a magazine of bomb-proof was injured, and not a gun on the sea-face dismounted by the Federals. On the land-face in the first bombardment when Butler and Porter were defeated, only one gun was injured. It was in the first fight that an unsuccessful attempt was made to destroy the works by an explosion of a powder-ship with 250 tons of powder. In the second bombardment the land-face guns, 20 in number, were taken in detail and after a terrific, direct and enfilading fire for three days and two nights, 19 of these guns were rendered unserviceable, although the works proper was only slightly injured. The work, which was built of timber, sand and turf, was constructed for sea-coast defense only against ships, the shifting sands rendering a moat impossible without masonry, which was not obtainable, and the palisade-line in front of the land-face was thrown up merely to prevent surprise from a sudden landing from a fleet when the garrison was reduced to less than 600. Colonel Lamb had no engineer detailed to assist him in the work, but his plans were approved by Beauregard, Longstreet, French, Whiting and Raines.

"After the Confederate War, this fort was adopted as the model at West Point for instructing the cadets in sea-coast fortifications, the plan of Sebastopol having previously been used, and was continued until the modern plan of a fort constructed of sand, concrete and turf was adopted and which plan carries out many of the improvements of the previous plan which had been made by Colonel Lamb in the construction of Fort Fisher. Had the work been completed as designed by Colonel Lamb, it is believed by most eminent engineers that a small force could have held the works against all comers, notwithstanding the co-operation of the fleet. The capture of Fort Fisher was a new departure in the reduction of forts. The immense fleet did the work in a few days, that a regular land siege would have taken months to do in the way of disarming the fort, and while the garrison was under a terrific fire for three days and two nights, rendering repairs impossible, besiegers were resting quietly and were able to approach within 100 yards of the works in comparative safety. The garrison

numbered not over 1,500 men, while the troops that landed from the transports were 8,500 and were re-enforced by 2,000 sailors and marines. After the fort was entered the struggle lasted from 3:30 until 9 p. m. Most of the time the fleet co-operated with the army after they entered the works, by means of signaling, and while necessarily some few of the Federals were killed by this fire from the fleet, it was more destructive to the Confederates than the fire of the assailants in the fort and prevented the garrison from dislodging the army after the sailors and marines had been repulsed. At the capture of Fort Fisher, the bombardment was not only the greatest that ever occurred in history in weight of metal, but it was the longest hand to hand fight during the Confederate War. The Federal loss in killed and wounded was nearly as many as there were soldiers in the garrison.

"Since the war Colonel Lamb has given the harbor of Norfolk the benefit of the knowledge he acquired as an engineer in tidal currents, having had one island in his command with two guns swept away and his mound threatened, requiring him to use every expedient for the protection of his works against the shifting currents of the river and sea. He has, also, in the work of Whiting upon the Cape Fear River, an object lesson in the value of jetties in preserving channel-ways, which he practically applied to the Elizabeth River, with the advice and approval of Gen. John Newton, Chief of Engineers, when the coal trestle of the Norfolk & Western Railway was run out to Lambert's Point Light House on a solid bulkhead, the channel, both north and south of the river, having been greatly improved by the structure."

Avoiding public life when he returned to Norfolk, Colonel Lamb devoted himself to developing the natural resources of the city and State. He manages the large shipments of coal, fostered by the Norfolk & Western Railway, which have made Norfolk the principal coaling station of the Atlantic Coast. He was the first to formulate and use a through bill of lading from interior cities to Europe via Norfolk. He has been repeatedly elected president of the different boards of trade in Norfolk, and is now president of its Chamber of Commerce. In 1876 he was a delegate to the Democratic National Convention which nominated Samuel J. Tilden for the United States presidency, and he has had a more or less active part in State politics since that date, having presided at four State conventions, and been twice on the presidential electoral ticket. He was mayor of Norfolk for six years. For more than 20 years Colonel Lamb has been president of the Norfolk Seamen's Friend Society, and he is now a manager of the Jackson Orphan Asylum. Since the war he has contributed at least $50,000 to the comfort and maintenance of the unfortunate companions of his soldier days.

Colonel Lamb has addressed various societies upon agricultural, commercial, biographical and social subjects. In 1899 St. Lawrence University in Canton, New York, conferred upon him the degree of LL. D. He married in Providence, Rhode Island, in 1857, Sarah A. Chaffee, a lady distinguished for her beauty and accomplishments.

WILLIAM F. SHUMADINE, a well-known truck farmer, is a prominent citizen of Lambert's Point, Virginia, and his occupation is that of many of his neighbors and friends. He was born in Norfolk County, in the vicinity of his present home, which was also the birthplace of his father. He is a son of F. B. and Elizabeth (Wood) Shumadine. His father was successfully engaged in farming for many years. About six years ago he retired from active service to live upon the competency gained in many years of toil. He was born in 1827, and his wife, who is also a Virginian by

birth, was born in 1830. They reared eight children, among them the following: John E., a carpenter at Lambert's Point; William F.; James Henry and Walter Lee, both grocers in Norfolk; and Charles Thomas and Albert Jackson, who are market gardeners.

William F. Shumadine was educated in the public schools of his native place and from the first years of his manhood devoted the most of his attention to agricultural pursuits. He now has a well-improved farm which is in a state of high cultivation, and upon this productive place, market gardening is carried on extensively, many of the products being sent north to New York City, where they are disposed of quickly and profitably.

Mr. Shumadine was joined in the bonds of matrimony with Mabel Elizabeth Thear, a daughter of James Thear, a respected resident of Norfolk County, Virginia, of which Mrs. Shumadine is a native, her birth having taken place in 1874. She is one of a family of three children, the others being, Blanche, the wife of Cliff Stanley, who is employed in the clerical department of the Norfolk & Western Railway; and Eulia, who is deceased.

The subject of this sketch and his estimable wife have no children. They enjoy to a large degree the confidence and respect of their neighbors, and dispense hospitality with a free and generous hand. They are active members of the Methodist Episcopal Church, South. Socially Mr. Shumadine affiliates with the I. O. O. F., and in his political views is a Democrat and consistently upholds his chosen party.

DR. W. J. GRIMES has a large and lucrative practice in and about the beautiful city of Norfolk, Virgina, where he located in 1886, and where he has followed his profession continuously since that time. He is located at No. 215 West Brambleton avenue. He was born on the Western Branch of the Elizabeth River March 5, 1854. He is a son of William Staughton and Elizabeth F. (Taylor) Grimes.

The Grimes family is of English extraction and the ancestors of the Doctor fought under Oliver Cromwell. William Staughton Grimes, the father, is still living and reached his 75th mile-stone October 28, 1901. He followed farming nearly all of his active days, but is now spending the sunset of life with his eldest daughter and her family. He was twice married and each of his wives was a devout member of the Baptist Church, in which he has filled the office of deacon for many years. His first marriage was contracted with Elizabeth F. Taylor, the mother of Dr. Grimes, who was a daughter of James Taylor. Her father was an own cousin of Rev. James B. Taylor, one of the first Baptist missionaries to Rome. Six children were born of this union, W. J., the subject of this narrative, being the eldest. Two died in infancy, and the others are as follows: Mary F., wife of W. B. Carney, who resides on a farm on the Western Branch of the Elizabeth River; Lucy A., wife of John S. Wise, a son of John S. Wise, Sr., who is a cousin of Governor Wise and John Beauregard, whose birth took place in 1861, and who is now residing in Isle of Wight County. Dr. Grime's mother died in 1865, in the 30th year of her life. Some time later his father married again, being united with Martha A. Carney. Again he was called upon to mourn the loss of his companion, for in November, 1898, his second wife died, aged 76 years.

Dr. Grimes attended public school in his boyhood, meanwhile assisting his father on the farm. Later he attended Churchland Academy, and read medicine under the preceptorship of Dr. Edwin Phillips, of Suffolk. He subsequently attended the University of Virginia, taking a medical course and afterward entered Jefferson Medical College, at Philadelphia, from which he was graduated in the class of 1881. Returning to his native State he began practice at Smithfield, where he remained for seven years,



Herbert McCrack

during which period he built up an extensive practice in that locality. About that time Dr. Grimes decided to seek a broader field for his labors and, December 2, 1886, he removed to Norfolk, in his native county, where he has since resided. His patronage has assumed large proportions, many of the leading citizens of the city being numbered among his patients. Such splendid results of his efforts have been attained only by assiduously attending to professional duties.

January 1, 1884, Dr. Grimes formed a matrimonial alliance with Hannah M. Brown, a native of Smithfield, Virginia. This union resulted in the birth of three children, viz.: Hazel Purcell, Lucille Carney and Jessie Willard. June 27, 1897, Dr. Grimes was called upon to bear the loss of his beloved companion, who passed into the realms of the unknown in the 28th year of her life, her birth having taken place July 4, 1869. She was very active in church work, being a member of the Baptist Church, in which faith her husband was also reared, his mother having been a very devout and religious woman. Dr. Grimes is popular and is held in high esteem by his fellow citizens.

HERBERT M. NASH, M. D., a distinguished physician and surgeon of Norfolk, Virginia, whose portrait is herewith shown, is a native of Norfolk, in the immediate vicinity of which the Nash family has resided for more than two centuries. Among the first houses erected on the original plat of the city, about 1680, was one by Thomas Nash and one by Thomas Walke. In connection with this fact, it is an interesting coincidence that the only surviving surgeons of the Confederate Army residing in the city are Dr. Herbert M. Nash and Dr. Frank A. Walke.

It was a Thomas Nash, a native of Wales, who was the first of this family in Virginia; with his wife, Anne, he settled in Lower Norfolk County, in 1665. The name was transmitted with filial respect, and his grandson, Thomas Nash, was for many years a vestryman of St. Bride's Parish, Norfolk County, a position in the Colony of Virginia held by gentlemen only, and, including as it did, the functions of a magistrate, it was one of responsibility. The grandfather of Dr. Herbert M. Nash, the fourth Thomas in descent, took part in the battle of Great Bridge (10 miles from Norfolk) December 9, 1775, and was severely wounded. This battle, in which the troops of North Carolina and Virginia, under Colonel Woodford, repulsed the British troops of Lord Dunmore, slaying the commander of the attacking force, Captain Fordyce, and killing and wounding between 100 and 200 men, was the first decisive battle of the war, compared to which the affairs at Concord and Lexington were insignificant. Continuing in service, Captain Thomas Nash was captured in a hazardous enterprise toward the end of the war and was confined in a prison-ship until the surrender of Cornwallis at Yorktown, when he was released. During the last war with Great Britain, 1812-1814, he constructed the gunboats that, with the U. S. S. "Constellation" and the State troops on Craney Island, near the mouth of the Elizabeth River, signally defeated Admiral Cockburn's combined land and water attack upon that post, June 22, 1813. One of his sons, Abner Nash, served with the artillery in that action.

Dr. Thomas Nash, father of Dr. Herbert M., was noted for his suave manners, his guileless disposition and his unaffected Christian demeanor. He honored the loftiest ideals of his calling by devoting himself fearlessly, although in broken health, to the care of the afflicted during the terrible yellow fever scourge of 1855, and met his death calmly and honorably in the discharge of duty. His wife, the mother of the subject of this sketch, was Lydia Adela Herbert. The Herberts settled in Lower Norfolk about 1650, and were generally men of affairs and extensive landowners. Her

father was sent to England in his youth, where he studied the higher mathematics and scientific ship-building. This industry he successfully conducted near Norfolk for some years, converting the timber from his own lands into the material for ships, for which the port was celebrated in the busy, earlier years of the past century.

Dr. Herbert M. Nash, whose lineage has thus been briefly mentioned, was born in 1831. After obtaining an academic education in the schools of Norfolk,—particularly the classical school of James D. Johnson, and the Norfolk Military Academy,—he repaired to the University of Virginia, from which he received the degree of Doctor of Medicine June 29, 1852. After some time spent in the study of clinical medicine and surgery in New York City, he began the practice of his profession in Norfolk in the fall of 1853. Two years later he was called upon to face the appalling epidemic of yellow fever that destroyed a third of the people who remained in the city, including those nearest and dearest to him. He did his duty, fighting the unseen, deadly foe with a steadiness which was subsequently again manifested in his ministrations to the wounded on the battle-field. He is now the only survivor of the medical men who were on duty in Norfolk in 1855. In 1861, immediately after the secession of Virginia from the Union and its adherence to the Confederate States, he was commissioned as assistant surgeon in the State forces and subsequently transferred to the Provisional Army, Confederate States. He was stationed at Craney Island until that post was evacuated in May, 1862. Here he witnessed the naval battle of March 9, 1862, in which the Confederate States iron-clad steamer "Virginia" destroyed the "Cumberland" and "Congress," and the scattering of the remaining United States naval ships from Hampton Roads. He also saw the battle of the next day between the "Virginia" and the "Monitor," the latter finally withdrawing into shallow water, out of the reach of the "Virginia," which ship, being of heavier draught, could not again force the "Monitor" into close quarters. Nor did the latter ever subsequently accept the challenges of the "Virginia" for another combat. In the evening of the day of this battle Dr. Nash attended to the wounded of the Confederate States gunboat "Raleigh," Captain W. H. Parker, which was engaged in the fight. Dr. Nash was with his command at the battle of Seven Pines and later, in the Seven Days' fighting around Richmond, ending at Malvern Hill, and in the retreat of McClellan's army to the protection of his ships at Harrison's Landing, on the James River. He was detailed to care for the wounded in the skirmishes along the Rappahannock after the battle of Cedar Mountain, and only rejoined Lee's army after the battle of Antietam. Promoted to be surgeon, he was now ordered to the 61st Regiment, Virginia Infantry, and was with it at the battles of Fredericksburg, Chancellorsville, Salem Church and Gettysburg. Afterward ordered to the artillery of Hill's Corps, he was present with it at the battles of the Wilderness, Spottsylvania Court House, Hanover Junction, Cold Harbor and, after Grant's change of base, Petersburg. During the siege of Petersburg he was placed in charge of the medical department of the artillery of Hill's (3d) Army Corps, as its chief surgeon, and reorganized some of its field hospitals. He was with his command when the army retired from Petersburg after its lines were broken, and was captured after being disabled in a cavalry dash near Appomattox Court House, but was paroled with the Army of Northern Virginia the next day after its surrender, May 9, 1865. Dr. Nash's brother, Thomas Nash, was an officer of artillery and ordnance in the Confederate States Army.

Resuming the practice of his profession in Norfolk, after the close of the war between the States, his indefatigable devotion to professional work, regardless of fatigue or exposure, soon secured for him merited distinction. He was for some years the quarantine

medical officer of the District of Elizabeth River, an unsolicited appointment made by the Governor of Virginia in view of Dr. Nash's familiarity with the subject of infectious fevers. This position he was forced to resign because of the demands of his practice.

Dr. Nash was for some time president of the Norfolk Board of Health, and systematized its operations. He was for several terms the president of the Norfolk Medical Society, of which he was one of the original members. He has for many years been a member of the American Medical Assocation, American Public Association, Southern Surgical and Gynecological Association, a member, and ex-vice-president, of the Medical Examining Board of Virginia, and ex-president and honorary member of the State Medical Society. He was the pioneer in his city in gynecological work, a branch of surgery that has occupied no little amount of his time.

His contributions to medical literature have been made principally in the city and State societies. He is visiting physician of Hospital St. Vincent de Paul, and consulting surgeon to the Norfolk Protestant Hospital.

In 1867 Dr. Nash was married to Mary A. Parker, daughter of Nicholas Wilson Parker, Esq., who, under the old regime in Virginia had long been a member of the old Corporation Courts, of which the justices served without remuneration, and their decisions were seldom reversed. Her grandfather, Copeland Parker, held a position in the customs department of the first union of the States, and subsequently was surveyor of the ports of Smithfield and Norfolk. Her great-grandfather, Nicholas Parker, resided at his seat, Macclesfield, Isle of Wight County, Virginia, which he inherited and which subsequently became the property of his eldest son, Colonel Josiah Parker, who was a distinguished officer of the Virginia line in the Revolution, and the first member of Congress from his district, under the present Constitution of the United States. Another brother of her grandfather, Nicholas, was a lieutenant in the Virginia line, and died at Leesburg while enroute to join Washington's army at the North. The Parker family held a prominent position in England before the settlement of some of its members in Virginia. Dr. and Mrs. Nash have two daughters, Elizabeth Parker and Mary Louisa. Dr. Nash is, both by hereditary proclivity and conviction an adherent of the Protestant Episcopal Church, and has been for years a vestryman of old St. Paul's Church, erected in 1739. Dr. Nash is president of the Board of Quarantine Commissioners for the District of Elizabeth River, which office he has held since the death of William H. Peters.

THOMAS VANDERBERRY has been successfully carrying on the business of a truck farmer, or market gardener, on the land which constitutes his homestead, at Lambert's Point, Norfolk County, Virginia, where he established his business many years ago. Mr. Vanderberry was born at Lambert's Point, February 28, 1831, and is a son of Edward and Mary (Garrison) Vanderberry. The former turned his attention to farming during his early manhood and continued that vocation during all his active life. He died at the advanced age of 85 years. He and his wife were natives of Virginia, the latter, like his son, Thomas, having been born at Lambert's Point. Mrs. Vanderberry lived to attain the age of 80 years, and was the mother of nine children, of whom three survive, namely: Martha, W. J. and Thomas, both sons following agricultural pursuits.

Thomas Vanderberry was reared on his father's farm and early in life decided to devote his attention to market gardening. He is an expert in his line of business and his years of experience and practical work have given him a clear insight into the business and thoroughly qualified him to make it a success.

He was united in marriage with Mary Frances Davis, who was born at Lambert's Point March 31, 1840.

Five children were born to Mr. and Mrs. Vanderberry, three daughters and two sons, namely: Indiana, who died at the age of 16 years and eight days; Louisiana, who married L. W. Shumadine, a prosperous merchant in Norfolk; Nettie Frances, who married Frank Robinson, a truck farmer of some prominence at Lambert's Point; and Thomas L. and Lenwood Beal, who live at home.

In politics Mr. Vanderberry favors the Democratic party and takes a lively interest in both local and national affairs, as should all true citizens. The family worship at the Christian Church, of which they are devout members.

ISAAC W. MILLER. This enterprising, wide-awake citizen of Lambert's Point, Virginia, has acquired a considerable reputation as a successful agriculturist and market gardener in Norfolk County. He was born in 1857, upon the same farm which is his home, and which has been the scene of his lifelong labors.

Cater Miller, his father, was a native of North Carolina, and mainly followed farming. He is now living in retirement and enjoying the fruits of an industrious and well-spent life, untroubled by thoughts of the future. Isaac W. Miller's mother, whose maiden name was Sarah Vanderberry, is a daughter of Edward Vanderberry, who, like the majority of his neighbors, followed truck farming in the vicinity of Lambert's Point, where Mrs. Miller was born. Five children were born to her and her husband, namely: Emma; Isaac W.; J. T.; Adeline; and C. F. The last named follows truck gardening in the vicinity of Isaac W. Emma is the widow of the late Henry Cooper. Adeline married H. J. Robinson, and resides on a farm near the homeplace.

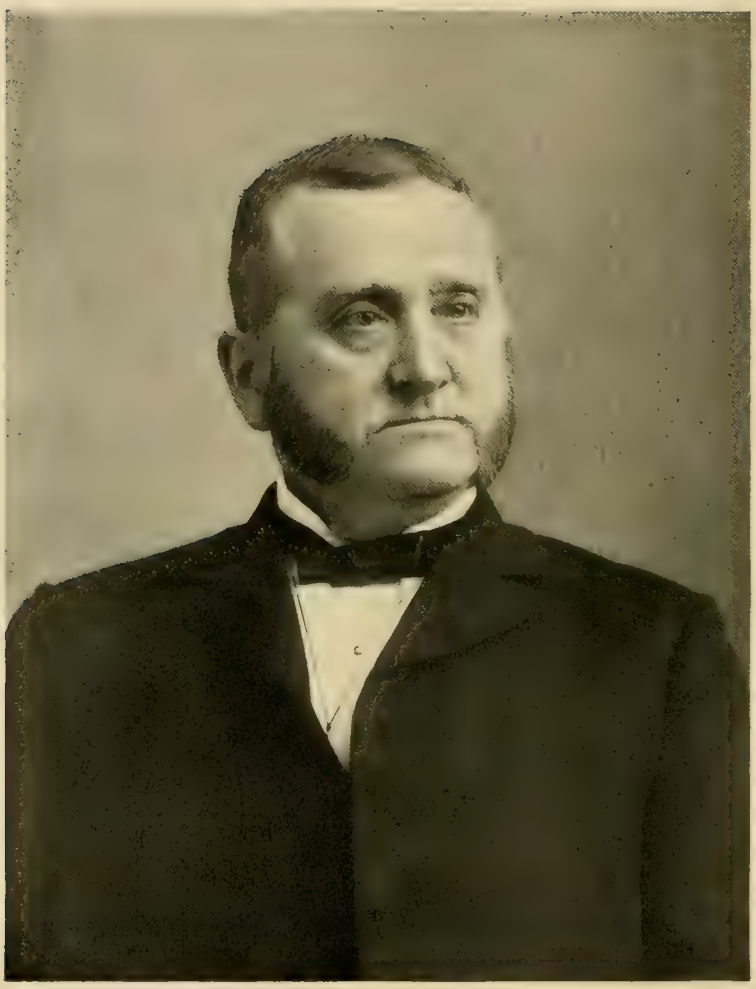
Isaac W. Miller received his mental training in the public schools, which he attended while working mornings and evenings on his father's farm. When grown to manhood he naturally followed the same work as his father. In 1898 he was joined in marriage with Emily S. Styron, a daughter of W. D. Styron, of Norfolk. Mrs. Miller is one of a family of five children, the others being—George, now deceased; Florence, who married Albert J. Shumadine, a prosperous market gardener at Lambert's Point; and Loulie and Mary, yet unmarried. Mary makes her home with Mr. and Mrs. Miller, who now have three little ones of their own. The eldest of these is a son, who bears the name of Isaac W., Jr. The second is a daughter called Ethel Vernice, and the third is an infant, yet unnamed. Both Mr. and Mrs. Miller are members of the Methodist Episcopal Church, South. They are highly esteemed in their neighborhood and are entitled to be classed among its best citizens.

Politically Mr. Miller is a Republican. He is greatly respected for his straightforward business methods and excellent personal traits of character.

CAPT. ISAIAH BARKER, a gentleman of wide acquaintance in Norfolk, Virginia, and its vicinity, is manager of the Norfolk branch of the extensive oyster industry controlled by the firm of R. R. Higgins & Company. He was born in Barnstable County, Massachusetts, December 31, 1841, and is a son of Isaiah and Betsey (Higgins) Barker, his mother being an aunt of R. R. and A. Higgins, who form the firm of R. R. Higgins & Company.

Captain Barker received his educational training in the schools of Wellfleet, Cape Cod, Massachusetts, and at the age of 11 years took to a seafaring life. He rose from the lowest ranks to be a captain, and as such continued for a period of 17 years.

The business of R. R. Higgins & Company



HON. LEGH RICHMOND WATTS.

was established in 1828 in the city of Boston, where the members of the firm now reside. The main business is at Boston, with branches at Drownville, Rhode Island; Wellfleet, Massachusetts; and Norfolk, Virginia. The Norfolk branch was established in 1879, and in that year Captain Barker became manager of it. Under capable management this branch has met with remarkable success. They raise a fine quality of oysters and have 12 regular oyster boats for carrying on operations. They employ from 100 to 125 men and their business is done at the wharf of Nottingham & Wrenn. The product of this company is first sent to Boston, Massachusetts, and thence distributed to different cities throughout the United States and Canada. The oysters are in good demand because of their excellent quality and flavor. Captain Barker is a man of recognized ability and is esteemed as one of the most substantial business men and most worthy citizens of Norfolk.

December 15, 1863, Captain Barker was joined in matrimony with Lizzie D. Atwood, a native of Wellfleet, Massachusetts, and a daughter of Daniel Atwood, of Wellfleet. Fraternally Captain Barker is a member of Adams Lodge, A. F. & A. M., which is next to the oldest lodge in Massachusetts; and of Joseph Warren Chapter, R. A. M., of Provincetown, Cape Cod. Religiously he is a member of the Freemason Street Baptist Church, of Norfolk.

HON. LEGH RICHMOND WATTS, prominent as lawyer, banker and man of business, a portrait of whom accompanies this sketch, was born in Portsmouth, Virginia, December 12, 1843, and is a son of Dr. Edward and Ann (Maupin) Watts, and grandson of Col. Dempsey Watts.

Dr. Edward Watts was born in Portsmouth in 1807, and was a graduate of the University of Pennsylvania. In 1837 he married Ann Maupin, a daughter of Dr. George W. Maupin, who was a surgeon in the United States Army. Dr. Watts died in 1849, leaving three children, namely: Mrs. G. M. Holladay, relict of the late James G. Holladay; Dr. Edward M., who died in June, 1890; and Legh R. The paternal ancestors were English and the maternal were French Huguenots.

Legh R. Watts attended the schools of Portsmouth and Norfolk, including the Virginia Collegiate Institute, which was under the preceptorship of Prof. N. B. Webster, and the Norfolk Academy, under Professor William R. Galt. Near the beginning of the Confederate War he enlisted as a private in the Signal Corps, but was discharged from military service in 1862, because of physical disability. After the evacuation of Portsmouth he ran the blockade and escaped from the city. He re-entered the Confederate Army and was assigned to duty as assistant to Major George W. Grice, chief of the Forage Department of South Carolina, Georgia and Florida, with headquarters in Columbia, South Carolina. The responsibility of this department is apparent, for upon it depended the subsistence of General Lee's Army. He continued at Columbia until the capture of the city by General Sherman and then removed to Chester, South Carolina. Mr. Watts surrendered with General Johnston's army and received his parole at Greensboro. In the fall of 1865, he entered the law department of the University of Virginia, and at the same pursued a number of academic studies. He graduated in the academic school in 1865, and from the department of law in 1867, with the degree of B. L. Immediately thereafter he returned home and entered upon the practice of his profession, becoming identified with the firm of Holladay & Gayle, with which he continued until his election as judge of the County Court by the General Assembly of Virgania. He was re-elected for a second term of six years, receiving no opposition. He continued in that capacity until February, 1880, when he resumed his practice,

much to the regret of the bar of Norfolk County. He was reversed by the Appellate Court on appeal in only two cases. The dignity maintained in his court, his careful and impartial adjudication of all matters brought before him, and his profound knowledge of the law all combined to make him one of the most popular of judges. In 1884 he formed a partnership, which still continues, with G. Hatton, the firm name becoming Watts & Hatton. In 1883 he was elected president of the Bank of Portsmouth, one of the oldest and most prosperous institutions in Virginia, and he has since served as such. He has been vice-president, from Virginia, of the American Bankers' Association, vice-president of the Virginia State Bar Association, and president of the Norfolk and Portsmouth Bar Association. He has given much attention in recent years to the practice of corporation law and is counsel for many of the corporations and large business firms of Portsmouth and vicinity. In 1884 he was made counsel of the Seaboard & Roanoke Railroad Company, the parent company of the Seaboard System. Subsequently, in 1890, he was made general counsel of the Seaboard Air Line System, extending from Portsmouth, Virginia, to Atlanta, Georgia, and in this position he had charge of the famous litigation instituted by Thomas F. Ryan, the New York millionaire, to secure control of its properties. This litigation continued, under his direction from 1896 to 1901. In January, 1899, John Skelton Williams, of Richmond, Virginia, and his associates, purchased a controlling interest in the Seaboard Air Line System, which was subsequently consolidated with the Georgia & Alabama Railway and the Florida Central & Peninsular Railroad and other roads, forming what is known as the Seaboard Air Line Railway, a road with a mileage of about 2,600 miles. In December, 1900, he was appointed general counsel of this system, which extends from Portsmouth and Richmond, Virginia, to Tampa, Florida.

Although he has never accepted any office that was not interwoven with his profession, he has taken an active part in the political affairs of the State. During 1880 he was an elector on the Democratic ticket and participated actively in the campaign against Mahone, and although the latter had an independent electoral ticket in the field, supposed to be in favor of the election of General Hancock, the regular ticket was elected by a large majority, Judge Watts receiving the highest vote cast. In 1883 he was selected by Hon. John S. Barbour, chairman of the Democratic State Committee, as one of the executive committee, and continued in service during all the memorable campaigns of that great leader. He was president of the Democratic State Convention in 1884, which elected delegates to the Democratic National Convention of that year. He was for some years a member of the Council of Portsmouth, and was president of that body for eight years. He was appointed a member of the State Board of Visitors of the University of Virginia, by Governor Fitzhugh Lee, and was reappointed by Governor Charles T. O'Ferrall. He has also served on the board of directors of the Eastern Lunatic Asylum. In 1889 he was elected supreme regent of the Royal Arcanum, and was elected for a second term in 1890.

Judge Watts was joined in marriage November 26, 1868, with Mattie Peters, a daughter of William H. Peters, Esq., of Portsmouth, and they are the parents of six children.

DR. H. ROLFE DUPUY, a physician and surgeon of unusual ability and skill, located at No. 42 Olney Road, has been a general practitioner in Norfolk, Virginia, since 1887, and has received a fair share of patronage during his many years of practice. He was born November 21, 1845, in Prince Edward County, Virginia, being a son of the late Dr. J. W. and Paulina Pocahontas (Eldridge) Dupuy,

and boasts of being a direct descendant of Pocahontas, on the maternal side, the Eldridge family being an old and prominent one in Virginia.

Dr. J. W. Dupuy was a native of Prince Edward County, Virginia, and was quite a prominent man of his day. He was a physician in whom the public had unbounded confidence and he enjoyed an extensive and well-paying practice for many years, giving his undivided attention to his profession. He was greatly beloved as a citizen as well, and for years was associated in his profession with Dr. J. P. Mettaur, of the same county. He was not only well-read and abreast of the times, but was a frequent contributor to medical journals. He and his wife were member of the Presbyterian Church. His death occurred in 1854 and he was 54 years old at the time of his demise. His companion survived until she attained the age of 84 years, when she, too, crossed to the other shore. This esteemed couple reared a family of nine children, six of whom are living.

Dr. H. Rolfe Dupuy attended the public schools during his youth and afterward took a more comprehensive course in the academies of his native county. When but 18 years old he went to war and served in the medical department of the Confederate Army, mainly in hospital work. One year later the war closed and the subject of this sketch was present at the surrender at Appomattox.

Returning from the war he engaged in the drug business at Farmville, Virginia, where he continued in that line for two or three years. He subsequently followed the same business in Arkansas and Mississippi for several years, and succeeded in finishing his medical course in 1874.

Dr. Dupuy immediately commenced the practice of his chosen profession, having located at Cumberland, where he remained for 12 years and built up quite a large practice. He served three years as surgeon for the Buckingham Slate Quarries, and in 1887 removed to Norfolk, Virginia. He now ranks among the most successful physicians and surgeons of his vicinity. He is a valued member of the State Medical Society and the Norfolk Medical Society. Like his father, he is an occasional contributor to medical journals and is medical examiner for several life insurance companies in Norfolk, among them the Northwestern Mutual.

May 21, 1867, Dr. Dupuy was joined in matrimony with Nannie Walton, a daughter of the late Dr. Richard P. Walton, of Norfolk. Four children were born to the Doctor and his worthy wife, namely: Minnie; Cortlandt; Rolfe W.; and Howell Eldridge. Minnie married Charles T. Ironmonger, of Boston, and they have three children—Mary, Cortlandt and Thomas Dupuy. Cortlandt married Edmund Foster, also of Boston, and they have one child, Lavinia. Rolfe W. is a successful business man of Norfolk; he married a Miss Walker, of Danville, Kentucky, and one child, Elizabeth, Caldwell, brightens their home. Howell Eldridge, the youngest son, is a resident of New York City.

Both the Doctor and his wife are devout members of the Second Presbyterian Church, the former having been an elder of that church for years. He affiliates with the A. F. & A. M., of Norfolk.

Dr. Dupuy is one of Norfolk County's most highly esteemed and valuable citizens, and at one time was health officer of Norfolk. During that period he did his full share in bringing about many needed reforms, insisting on more cleanliness in streets and a better sewerage system.

A. M. AGELASTO, a well-known citizen of Norfolk, Virginia, is a prosperous cotton merchant, a line of business with which he has been identified since his early manhood.

Mr. Agelasto was born in Greece in 1833, and received his education in Smyrna, Turkey,

and in Athens, Greece. He was then engaged in the cotton business in Greece until 1859, in which year he came to this country and located in New Orleans, Louisiana. He embarked in the cotton business in that city, and later became agent for Ralli Brothers. He came to Norfolk, Virginia, in 1880, and has since been engaged as cotton merchant here. He is possessed of more than ordinary ability as a business man, and well merits the success which has attended his efforts.

A. M. Agelasto was married in 1867, at Syra, Greece, to Polyxene A. Mavrogardato, and they became the parents of three children, namely: Peter, Michael, and Alexander. Religiously, they are members of the Greek Church. Mr. Agelasto has been engaged in his present business for more than half a century, and understands it in all its details. He is well known in Norfolk County, where he has many warm friends.

JAMES HUME is a prominent insurance dealer of Portsmouth, Norfolk County, Virginia, and was born in Portsmouth, in 1879. He is a son of J. H. Hume, and a grandson of Rev. Thomas Hume.

Rev. Thomas Hume, grandfather of the subject of this sketch, was the first president of the Portsmouth Insurance Company, which was established in 1852, and which liquidated in July, 1898. He was a minister, and at his death, in 1872, his son, J. H. Hume, took charge of his insurance business. J. H. Hume was then carrying on a wholesale booksellers' and stationers' store, under the firm name of R. G. Hume & Brother. J. H. Hume carried on an extensive insurance business, and among the companies he represented was the Virginia Fire & Marine Insurance Company. Mr. Hume was president of the People's Bank of Portsmouth during the later years of his life. He married a Miss Peebles of Petersburg, who is now a resident of Portsmouth.

James Hume was partially educated in Portsmouth, and also attended the University of North Carolina. He returned to his native town, where he has since been engaged in the insurance business. It is a notable fact that he is of the third generation of the Hume family to handle insurance for the Virginia Fire Insurance Company. He assumed his father's business in 1898, and represents the following companies, namely: North British & Mercantile Insurance Company of New York; Sun Insurance Office of London; Imperial Insurance Company, Limited, of London; Tidewater Insurance Company, a local company; Greenwich Insurance Company of New York; and other minor companies.

John H. Hume, a brother of James, is an attorney, although not in practice at the present time. Charles G. Hume is city attorney of Portsmouth.

James Hume is one of the most influential young business men in Portsmouth, and has done much to assist in the progress of that city. He is progressive and enterprising, and is possessed of excellent business ability. He is a member of Portsmouth Lodge, No. 82, B. P. O. E. He also belongs to the Business Men's Association. Religiously, he is a member of the Protestant Episcopal Church. His office is located at No. 226 High street.

HARRY A. BRINKLEY, a prominent young attorney of Portsmouth, Norfolk County, Virginia, has been a member of the bar in that city since 1900. He is a native of Portsmouth, and is a son of A. Brinkley, who is a wholesale grocery dealer at No. 157 Water street, Norfolk. A. Brinkley is a native of Nansemond County, he married Laura Warren, a native of Norfolk, who is a descendant of Gen. Joseph Warren, who was killed at Bunker Hill.



WALTER H. DOYLE.

Harry A. Brinkley attended the Norfolk Academy, and completed the course there. He then attended the Virginia Military Institute, and finished the academic course there in 1896. He then went to the University of Virginia, where he took up the study of law, and received the degree of B. L. in 1899. After graduating from that institution, he went west, and was located at Spokane, Washington, for about three months. He returned to Portsmouth, Virginia, in the spring of 1900, and opened an office at No. 408 Court street. He had been admitted to the bar in July, 1898, having taken the second examination under the new regime, before the Supreme Court of Virginia. He is engaged in the general practice of his profession, and has met with much success. His ability as a lawyer is undisputed; he is a man of learning, and is progressive and modern in all his ideas.

Mr. Brinkley married Mary Thompson of Baltimore, who is a descendant of ex-Governor Chew of Maryland. Mr. Brinkley resides with his parents. He is one of the best known citizens of Portsmouth.

WALTER H. DOYLE, who has been closely identified with the financial interests of this community for many years, needs no introduction to the residents of Norfolk County. He is president of the Citizens' Bank, of Norfolk, an office for which he is well qualified by long experience in connection with banking institutions. As a young man he became bookkeeper for the Citizens' Bank, in 1868 and upon giving evidence of his true worth, was advanced successively to the positions of teller, assistant cashier, cashier and president.

Mr. Doyle was born in Norfolk, Virginia, in 1845, and is a son of John E. Doyle. He received his educational training in the schools of this city and pursued a collegiate course at Calvert College, in Maryland. Mr. Doyle was joined in marriage with Virginia Camp, a daughter of George W. Camp, and they are the parents of four children, Bessie A.; Edward Fitzgerald; Walter H., Jr.; and John E. Mr. Doyle's portrait accompanies this sketch.

J. J. ROBINSON, a successful business man, although not an old resident, of Portsmouth, Norfolk County, Virginia, is vice-president of the Virginia Sash & Door Company. He has conducted a sawmill for the past 15 years, and has a thorough understanding of every detail of the business.

Mr. Robinson was born and reared in Greenesville County, Virginia, and at an early age engaged in the lumber business. For three years, he conducted a sawmill in Southampton County and in the early "'nineties" moved to Portsmouth. He came to the city a stranger and possessed of no capital, and is now in comfortable circumstances, owning about $7,000 worth of real estate, in addition to his business. He was instrumental in organizing the Phillips-Mahoney & Company, lumber and mill business, to which firm he sold his interests in 1899. The Virginia Sash & Door Company was organized and incorporated on March 1, 1901, with J. N. Hart as president; J. J. Robinson, vice-president; and H. L. Watts, secretary and treasurer. Mr. Robinson is also serving as general manager, and to his efficiency in that capacity is due much of the success of the company. They carry a complete line of sash, doors and blinds, and have offices and warerooms on Queen street, adjoining the lumber yard and planing mill of Hart & Watts. The building occupied is 50 by 70 feet, in dimensions, and the goods manufactured are shipped extensively to points in Virginia, Georgia, Florida, and North Carolina, and up the Chesapeake Bay.

Mr. Robinson was united in marriage with Annie R. Weaver, who comes of a substantial,

old Virginia family, and is a daughter of Winfield Weaver of Greenesville county, Virginia. The father was a Democrat and a member of the legislature, and was also at one time sheriff of the county. This union resulted in four children, namely: Annie James, aged 14 years; Lucille Manning, aged 11 years; Malcolm Graime, aged five years; and Carl Randolph, aged two years. Mr. Robinson erected a comfortable home at the corner of B and Pearl streets, and was one of the pioneer builders in the Fifth Ward. He is a member of the Royal Arcanum. Religiously, he is a member of the Methodist Episcopal Church, South.

NORMAN CASSELL, a prominent attorney of Portsmouth, Norfolk County, Virginia, whose office is located in the Merchants' & Farmers' Bank building, has been practicing law in Portsmouth since 1882. He was born in that city, and is a son of Virginius O. Cassell.

Charles Cassell, the grandfather of Norman, located in Norfolk County, in 1826, coming from Washington, D. C. His son, Virginius O. Cassell, was born in the town of Portsmouth, Norfolk County. His death occurred there in 1891 at the age of 64 years. He was a lawyer, and at one time served as Commonwealth's attorney of Norfolk County. During the Confederate War, he was captain of a Virginia company and rendered valuable service in the Confederate cause. He married Jane Manning, who was born in Norfolk County, and is now residing in Portsmouth. They reared several children, who are engaged in various lines of business.

Norman Cassell attended the University of Virginia, took the degree of B. L. in June, 1882, and was admitted to the bar. He first began the practice of his profession in partnership with his father, under the firm name of V. O. Cassell & Son. Mr. Cassell possesses much ability as a lawyer and has won distinction as such in the city in which he resides. He has a large clientage, which increases each year, and he is well known in Norfolk County. In political belief, he is a Democrat, but takes no active interest in politics. Mr. Cassell lives with his family in Portsmouth. He attends the Protestant Episcopal Church.

ELLIS A. BUTT, chief clerk, Department of Yards and Docks, United States Navy Yard, Portsmouth, Virginia, was born in Portsmouth, Norfolk County, Virginia, November 23, 1846, the eldest son of George W. and Elizabeth A. (Wood) Butt. His father, George W. Butt, died December 7, 1853; his mother, Elizabeth A. Butt, is still living and resides in her native city, Portsmouth, Virginia. George W. Butt at the time of his death was in business as a contractor and builder.

Ellis A. Butt, the subject of this sketch, was educated in the public schools of Portsmouth, and at an early age learned the trade of printer, under the late D. D. Fiske, who owned and edited the *Portsmouth Transcript*. He worked at that trade on the different newspapers published in Norfolk and Portsmouth some five years or more; was connected with the Portsmouth Gas Company for a number of years; and engaged in the cigar and tobacco business for a short time. On April 18, 1885, he was appointed store clerk in the Department of Yards and Docks, United States Navy Yard, Portsmouth, Virginia, promoted to the position of chief clerk, October 1, 1886, holding said position at this time.

Mr. Butt was married November 11, 1885, to Annie Warren Ives, only daughter of the late William and Rachel E. Ives. Mr. Ives was engaged in the mercantile business for 50 years or more, having retired from the same just prior to his death. Mrs. Ives died February 6, 1902. Two children have been born to

Mr. and Mrs. Butt—Ellis Warren, born January 9, 1888; and Fairlie Marshall, born June 18, 1897.

Mr. Butt is a Democrat, having represented his native city of Portsmouth in the Virginia Legislature, 1881 and 1882 (in what was known as the Readjuster Legislature), being the only Democrat elected during that period from the Second Congressional District of Virginia. He is a member of Portsmouth Lodge, No. 24, Knights of Pythias; Portsmouth Council, No. 227, Royal Arcanum; ex-captain and honorary member of the Chambers Steam Fire Company (volunteer); a member of and past exalted ruler, Portsmouth Lodge, No. 82, Benevolent and Protective Order of Elks.

RICHARD B. TUNSTALL, a member of the firm of White, Tunstall & Thom, attorneys-at-law in the city of Norfolk, Virginia, is one of the most prominent lawyers in the Old Dominion. He was born in Norfolk, July 1, 1848, a son of Dr. Robert B. Tunstall, who was for a period of 40 years one of the leading physicians of Norfolk. Dr. Tunstall married Elizabeth (Williamson) Walke.

Richard B. Tunstall received his early education in private schools in Norfolk, and in 1864 entered the Virginia Military Institute, where he remained until the close of the Confederate War. It was his privilege, although under the age of 16 years, to participate in the famous battle of Newmarket. It was in this battle, that the Virginia Military Cadets showed of what nerve and daring they were possessed. In the fall of 1865, Mr. Tunstall entered the University of Virginia, where he remained three years, and graduated in June, 1868, with the degree of Master of Arts.

After leaving college, Mr. Tunstall spent the ensuing year in teaching school, and also in preparing to enter the university law school. He was graduated from the university law department in 1870, and opened practice in Norfolk the same year. He continued to practice alone until October, 1871, when he went to New York City, and became associated with the firm known as Kaufmann, Tunstall & Wagoner. This firm made a specialty of real estate. He subsequently entered into partnership with John Grimball, the firm name being Grimball & Tunstall. This partnership continued until June, 1883, when Mr. Tunstall returned to Norfolk and entered the firm. In January, 1900, the present firm of White, Tunstall & Thom was formed. This firm has one of the largest law practices in the State of Virginia, each member being a lawyer of more than ordinary ability. It was the firm of Tunstall & Thom which organized and promoted the Norfolk Land Company, and that company has developed one of the best resident suburbs of Norfolk, known as the Ghent Addition.

Mr. Tunstall is one of Norfolk's most progressive citizens, and is actively interested in all public enterprises which tend to advance the interests of the city in which he lives.

ROBERT J. NEELY, deceased, for many years one of the most prominent lumber merchants of Portsmouth, Virginia, was well known throughout Norfolk County, and took an active part in its affairs.

Mr. Neely was born in Bucks County, Pennsylvania, and with his brother William moved, in 1855, to Southampton County, Virginia, where, under the firm name of R. J. & W. Neely, they engaged in the lumber business, their plant being located at Franklin. Both served throughout the Confederate War, having enlisted from Southampton County. William Neely was in the quartermaster's department. Robert J. Neely was a sergeant and served mainly about Richmond, being a guard at Libby Prison a part of the time. At the close of the war he returned to Franklin

and soon moved to Portsmouth, where he bought two of the wharves now owned by the Seaboard Air Line, and conducted a lumber business at the corner of Crawford and London streets, dealing also in doors, sash and blinds. He conducted a coal yard at Gosport, and had the largest business of the kind in Portsmouth. In 1866, he was one of the founders of the Bank of Portsmouth and served as a director until 1890, when he died at the age of 62 years. He filled numerous public offices. He was in the Council six years, was a chairman of the finance committee, and was on the ferry committee six years. He was one of the organizers of the Board of Trade of Portsmouth, and was an active supporter of all enterprises tending to benefit the city. He commanded the respect and good will of the entire community, and upon his death there appeared in the local papers many articles eulogistic of his life and work, and pronouncing his demise a loss to the city of Portsmouth.

In 1869, Mr. Neely married Elizabeth N. Ridley, who was born in Southampton County, Virginia, and is a daughter of F. T. Ridley, and a great-granddaughter of Maj. Thomas Ridley, who served in the Revolutionary War, and carried on an extensive correspondence with both Washington and La Fayette. Mrs. Neely was one of six children born to her parents, as follows: William, who was killed in the second battle of Manassas, during the Confederate War; Mrs. L. B. Drewry of Jackson, North Carolina; Elizabeth N.; Mrs. N. B. Ridley of Portsmouth; Julia; and Frank T., deceased.

Mr. and Mrs. Neely became the parents of seven children, as follows: Clara; William R.; Elizabeth N.; Jane Boyd; R. Johnson; John Thompson; and Emily G. Clara was reared in Portsmouth, and left in September, 1899, for Tokio, Japan, where she expects to remain for seven years as an Episcopalian missionary. She is a correspondent of the missionary papers of New York City. William R., who has been a civil engineer in the employ of the United States, at Vicksburg, for 10 years, was educated in the University of Virginia. He was at one time sent on an expedition to South America under Admiral Walker, but resigned and returned to his old corps. R. Johnson, who graduated from Blacksburg College, Virginia, and Cornell University, in naval architecture and marine engineering, is now at the Norfolk Navy Yard. John Thompson is now taking a course in engineering at Blacksburg College. Fraternally, Mr. Neely was a Mason. Although his family were Presbyterians, he became a member of the Protestant Episcopal Church. Mrs. Neely is a member of Portsmouth Chapter, United Daughters of Confederacy. She and her daughters are members of the various organizations of Trinity Protestant Episcopal Church, and two of the daughters are teachers in the industrial school. Clara Neely is a member of the Daughters of the American Revolution. They all belong to the King's Daughters.

JOHN NEWTON WILLIAMS, a lifelong resident of the city of Norfolk, is a member of the wholesale drug firm of Williams, Martin & Gray. He was born in Norfolk, Virginia, in 1842, and is a son of John and Martha Julia (Armistead) Williams.

John Williams was born in Fairfax County, Virginia, and came to Norfolk in 1813, when a lad. He engaged in mercantile pursuits and later, in banking. He was clerk of the Circuit Court for about 30 years prior to the war, and before that was a department clerk about 10 years. He was elected treasurer while the city was still under martial law and in the hands of the Federal Army, and was also president of the City Council a number of years. His death occurred in 1875. He was a member of Christ Protestant Episcopal Church. Mr. Williams was united in marriage with Martha Julia Armistead, a daughter of



MAJ. CHARLES ROBERT McALPINE, M. D.

Theodorick and Martha (Newton) Armistead. She was born in Norfolk and died in 1858, at the age of 52 years. They became the parents of four children, namely: Eliza Darraugh, wife of Captain William Sharp, who was in the United States and Confederate navies and now lives in Norfolk; Walter Wheeler and Theodorick Armistead, deceased; and John Newton.

John Newton Williams attended private schools in Norfolk and William and Mary College. At the outbreak of the Confederate War he enlisted at the age of 18 years in Company F, 6th Regiment, Virginia Infantry, being first stationed at Craney Island. He joined his regiment as it went into the second battle of Manassas, having witnessed the battle between the "Monitor" and "Virginia." He was taken sick with typhoid fever, and running the blockade returned home and was cared for at the home of his brother at Leesburg, Virginia. Upon his recovery he joined the Richmond Howitzers, Artillery, and was in the battle at Spottsylvania Court House, where his command surrendered. The regiment disbanded and he tramped to Leesburg, returning home via Baltimore, where he took the oath of allegiance. He arrived home June 23, 1865, and on the following day his father was elected city treasurer and employed him in that office. He was subsequently elected deputy to his father and continued thus for 18 months. He continued bookkeeping for three or four years, and then went into the drug business, organizing the firm of Walke & Williams, which continued for a period of 25 years. He was then out of business on account of ill health for about three years, and in 1898 the drug firm of Williams, Martin & Gray was established, his partners being A. S. Martin and George T. Gray. Their concern is located at No. 79 Commercial Place and they are large wholesale dealers in drugs, paints, oils, etc.

Mr. Williams was joined in the bonds of matrimony, in 1866, with Virginia A. Bland, who was born in St. Louis, Missouri, in 1846, and is a daughter of Dr. Richard and Virginia (Williams) Bland. Three children have been born to them namely: Richard Bland, assistant surgeon on the U. S. battleship "Kearsarge"; John Newton, Jr., who is attending the University of Virginia at Charlottesville; and Alice B., who is attending school in New Jersey. They are all members of St. Luke's Protestant Episcopal Church.

MAJ. CHARLES ROBERT McALPINE, M. D., deceased, a distinguished soldier and eminent physician of Portsmouth, Virginia, whose portrait is herewith shown, was born at Kempsville, in Princess Anne County, Virginia, on April 9, 1827, and died February 14, 1876. He was educated at William and Mary College, studied medicine under Dr. Balform in Norfolk and then went to the University of Pennsylvania where he graduated and received his professional diploma in 1847.

Dr. James McAlpine, of Edinburg, Scotland, our subject's father, immigrated to this country about the first of the nineteenth century and located in Princess Anne County, Virginia. He soon acquired a large practice and became one of the most prominent citizens of the seaboard. He married Yates Newton Fisher, which union resulted in three sons and one daughter: James Newton, a physician; Margaret, who married the late Dr. Virginius Bilisoly; and Charles R.

Dr. Charles R. McAlpine commenced the practice of his profession in his native county. He married and continued his profession there until he removed to Portsmouth, in 1856, where he spent the remainder of his useful life, except the period of his military service. He filled with credit a number of positions of public trust. Previous to the war between the States, he was health officer of the city and a member of the Council when Portsmouth was

incorporated in 1858. He was president of the Board of Health and a member of the Public School Board. He was often urged for mayor of the city and the characteristics of the man are truly described in a communication presenting his name, as follows: "In a recent issue the names of several prominent gentlemen are mentioned in connection with the office of mayor of Portsmouth. Being in a state of semi-military vassalage, it is useless to shut our eyes to the fact that the military aim of this government is an usurping power in the State. Under the circumstances, the incumbent of this office should be a man of firmness, unwavering resolution and possessing ample knowledge of the law. He should be a man having force of character, one who commands respect of his fellow citizens, possessing administrative ability and resolution to resist the smallest encroachment of the law, no matter from what source emanating. Without any disparagement of any of the gentlemen heretofore named, such a one is Dr. Charles R. McAlpine, and he possesses the qualities in an eminent degree. His administrative ability and moral courage are unquestioned. Modest and unassuming in his demeanor, there lurks behind these qualities a settled, determined will to execute fearlessly any undertaking in which he may engage. Prompt and energetic in his profession, relieving the poor and indigent, without hope of compensation, with the same alacrity and willingness as the wealthy, he commands the respect and retains the confidence of his fellow citizens in an eminent degree. As a magistrate of the city heretofore, he filled the position with that dignity characteristic of the man, dispensing justice with an even hand, regardless of position; and as mayor he would be found equal to any emergency. An intimate acquaintance of years warrants the writer in making this statement, and his earnest wish to see his native city rise from her present prostration, is his pretext for the advocacy of a warm friend's advancement to this position of trust and responsibility. Aware that he has never sought office, and that possibly any disability under which he may be laboring, or has been, may be soon removed and without his knowledge, his name is hereby presented to the voters of Portsmouth as one eminently qualified to adorn the office of mayor." He was an honored Knight of Pythias, and had passed through all the degrees of Masonry from entered apprentice to Knight Templar. He was past master, past high priest and past eminent commander. His high standing in all benevolent societies with which he was connected, betokens the heart of the man, for he was charitable and unselfish to a degree which merits the highest admiration. He was one of the bravest of the brave Confederate soldiers—courageous, calm and fearless on the field of battle. His faithfulness to his friends is aptly illustrated by Judge Claudius W. Murdaugh, for whom he risked his life to snatch from the jaws of death. We quote in full from an address delivered before Stonewall Camp, in describing the battle of Salem Church. Judge Murdough said: "It was my destiny to be shot down by a ball through the hip, and I fell about midway between the two lines, and here my personal recollections of the battle of Chancellorsville cease. But I hope you will pardon me for this personal allusion. I have referred to it particularly, in order to pay, in this connection, a merited tribute to two as brave and gallant Virginians as ever trod God's green earth. When our company reached the main lines, as I was afterward informed, there was an inquiry made as to where I was, and one of the men who was by my side, in falling back, answered that I had been shot, and as he supposed, killed; immediately a comrade sprung to his feet and cried out, 'Is there any one who will volunteer with me to bring him behind the lines?' The inquiry had scarcely been made before the response came from another, 'I will.' And it was no sooner said than these two brave and gallant spirits jumped over the fence, behind which our forces were lying, and rushing to the spot

where they had been directed, they seized me and bore me to the rear; let it be remembered that this was done at a time when the Federals were pouring forth volley after volley in rapid succession, when the air was full of missiles, when streams of shot and shell screamed and hissed on every side. And as I now recall, it seems to me almost miraculous how anything could live under such a terrible fire. And yet these two men dared brave it all—shell, canister and bullets—to save a friend. I refer with swelling heart to these two gallant souls, and when history tells of heroes who fell it can tell of none truer or braver than Major Charles R. McAlpine and Capt. John Hobday—the one survived the war, lived and was ever honored and respected by our people, as he justly deserved; the other was killed at Burgess' Mill October 27, 1864, while gallantly leading his company."

The nation may have no niche for such heroes, but they will ever be honored by the truly brave men, wherever their deeds are recited. Upon the breaking out of the war Dr. McAlpine raised a company and organized at Glebe's school house, composed of material from both city and country, called the Bilisoly Blues, which was first attached to the 41st Regiment, and subsequent to the organization of the regiment at Petersburg was transferred and became Company I, 61st Regiment, Virginia Infantry. On the evacuation of Norfolk and Portsmouth, Captain McAlpine and his company were ordered to join the troops around Richmond, and were held on reserve at that point during the memorable Seven Days' fighting. The military career of the deceased here commenced, and for cool, decided courage and manly daring, was unsurpassed by any soldier of the Confederacy during the eventful four years' struggle. He was engaged in the following battles: Catlett's Station, September 27, 1862; Fredericksburg, December 11, 12 and 13, 1862; Zoar Church, April 30, 1863; McCarty's Farm, May 1, 1863; Chancellorsville, May 2 and 3, 1863; Salem Church, May 3, 1863; Gettysburg, July 2 and 3, 1863; picket fight, July 4, 1863; Bristow Station, October 14, 1863; Mine Run, December 2, 1863; Wilderness, May 6, 1864; Shady Grove, May 8, 1864; Spottsylvania Court House, May 12, 1864; Hanover Junction, May 28, 1864; Cold Harbor, June 2 and 3, 1864; Turkey Ridge (skirmishing), June 4 to 13, 1864; Frazier's Farm, June 13, 1864; Wilcox Farm (Petersburg), June 22, 1864; Gurley House, June 23, 1864; Johnson's Farm, August 19, 1864; Ream's Station, August 25, 1864; Burgess' Mill, October 29, 1864; Hatcher's Run, February 6, 1865. At the battle of Spottsylvania Court House, Captain McAlpine was promoted to major for gallant daring at the battle of Frazier's Farm, where he was badly wounded in the shoulder. On March 23, 1865, he sent into the War Department his resignation as major of the 61st for the purpose of obtaining authority to raise a battalion of partisan rangers, to operate along the Blackwater River. The fall of the Confederacy a few days later, of course defeated this purpose. The chivalric bearing and soldierly character that adds lustre to the military record of Major McAlpine during the great struggle, is evidenced by letters given him by Colonial Groner, Colonel Stewart and Adjutant Taylor, to present to the War Department for a separate command, each paying fitting tribute to his military ability and personal characteristics. The fall of the Confederacy came before Major McAlpine could formulate his plans for an independent command, and after the surrender he returned to Portsmouth and resumed the practice of his profession, which he pursued with unfaltering zeal and faithfulness until his death, February 14, 1876. He was a true friend, a good citizen, a brave soldier and a noble man.

Dr. Charles R. McAlpine was married February 24, 1852, to Mrs. Elizabeth Anne Land, and the living children of this union are: Yates; Kenneth, Past Assistant Engineer, U. S. Navy; Newton; William Lewis; and James Fisher. Miss Yates McAlpine married James

Edwin Wilson, a native citizen and prominent merchant of Portsmouth, who died in 1884, at the age of 36 years. They had one son, Charles D. Willard.

W. H. SARGEANT, Jr., is prominent among the young lawyers of Norfolk, who have displayed ability in the practice of their profession. He began practice in the city in 1896, and in the time which has since elapsed has been identified with numerous important litigations, being counsel for several prominent concerns. He was reared in the vicinity of Norfolk, Virginia, and is a son of W. H. Sargeant, city librarian, and a nephew of Lieutenant Carter Williams, of Mahone's Brigade, C. S. Army, and of General Sheldon Sargeant, an officer of the Federal Army of the Intersectional War.

W. H. Sargeant, Jr., received his intellectual training in the local schools and in the Norfolk Academy. He then prepared himself for the legal profession in the University of Virginia, from which institution he was graduated in 1895. As he had not yet reached his majority he entered the law offices of Whitehurst & Hughes, and in March, 1896, was admitted to the bar. He continued with the firm above mentioned until September, 1896, since which time he has practiced alone and has achieved unqualified success. He devotes a great portion of his time to real estate and corporation law, represents the interests of a number of Northern capitalists and is also attorney for the Guarantee Building & Loan Association, Old Dominion Building & Loan Association, National Building & Loan Association, of Baltimore, Merchants' & Mechanics' Loan and Investment Company, Colonial Savings & Investment Association and Calvert Building & Loan Association. Politically he is unswerving in his support of the Democratic party, and firmly believes in the principles which it advocates. He has been an enthusiastic party worker, and formerly served as president of the Third Ward Democratic Club. He is a rising young politician and only missed being sent to the State Legislature by two votes. He is now a member of the City Council from the Third Ward.

Fraternally Mr. Sargeant is senior warden of Owens Lodge, No. 164, A. F. & A. M., and scribe in Norfolk United Chapter, No. 1, R. A. M. He is a member of the B. P. O. E., in which order he is esteemed leading knight, and belongs to the I. O. R. M. He has been prominently identified with other organizations of a worthy character. For some time he was secretary of the Y. M. C. A. Debating Society; secretary of the local assembly of the Brotherhood of St. Andrew; secretary of Norfolk Lodge, No. 125, Knights of the Mystic Chain; and secretary of St. George's Society; at present he is a member of the gymnasium committee of the Young Men's Christian Association. He is also historian of Pickett-Budiaman Camp, Sons of Confederate Veterans.

CAPT. J. H. KEGEBEIN, who is captain of Chemical Engine Company, No. 1, of the Norfolk Fire Department, is well known in that city. He was born in New York City September 23, 1864, and is a son of Charles F. Kegebein. When he was 12 years old he removed to Norfolk, where he completed his mental training. When a very young man he worked in a furniture store, and later in grocery stores. His first work in the Norfolk Fire Department was as a volunteer fireman, and in December, 1887, he was promoted to hoseman. In 1894 he was again promoted, this time to be driver of Engine Company No. 1. In July, 1895, Capt. Kegebein was appointed captain of Engine Company No. 1, at headquarters, and held this office until 1896, when the chemical engine was added. February 12, 1896, he was appointed to his present position.



HON. C. BROOKS JOHNSTON.

He has been in some large fires and has rendered much valuable service, always acting with splendid judgment and precision. The chemical engine has prevented many disastrous fires, such as that at the Davis furniture store, which was on fire and was extinguished without water. At another time a vessel belonging to the Merchants' and Miners' Steamship Company caught fire and burned four hours before it landed. The fire was supposed to have been put out before it landed, but to make sure, the chemical company was called. When the hatchway was opened a draught started the fire anew. Captain Kegebein had charge of the company, and after much careful work the fire was extinguished. This same company also did great service in extinguishing the fire on the seventh floor of the Citizens' Bank building, for which it received the highest commendation. Captain Kegebein has made many valuable improvements at the engine house. His career as a fighter of flames has been an excellent one, and he bids fair to make many advancements in his chosen field of work.

Captain Kegebein married Almeda Fisk, a daughter of James Fisk, of Princess Anne County, Virginia. The children which resulted from this union are named Grace; Lillian; John; and Frederick. The subject of this sketch is a member of the I. O. O. F., I. O. R. M. and K. of P.

HON. C. BROOKS JOHNSTON, vice-president and general manager of the Norfolk Railway & Light Company, whose portrait accompanies this sketch, was mayor of Norfolk, Virginia, from May, 1898, until the spring of 1901. In the discharge of the duties of public office, the same general business ability was displayed as characterized the conduct of his own affairs. He effected many needed reforms during his administration, placed the city on a good financial bases, and enforced measures which promoted the health and prosperity of the community.

Mr. Johnston was born August 1, 1854, in Norfolk, Virginia, where he attended private schools until he was 14 years of age, and then began to earn his own living. He was employed in the large drug store of C. A. Santos and subsequently became bookkeeper for Mapp & Company, wholesale dealers in stoves and tinware. He was in partnership with his father for four years in the retail grocery business on Main street. During the year 1880 he went to work for the Norfolk Knitting & Cotton Manufacturing Company, as bookkeeper, and so well did he serve their interests that in January, 1882, he was promoted to be superintendent of the plant. In 1885, in connection with W. C. Dickson, he became lessee of the mill which they have since operated. This is the pioneer knitting mill built south of Mason and Dixon's line, and under the excellent management of the present proprietors its capacity has been trebled. It has never been closed for want of orders and gives employment to over 200 persons. There is perfect harmony between employers and employees, and to the credit of both it may be said that there has never been any friction in the mill. Aside from this business Mr. Johnston was elected on September 1, 1899, 1st vice-president and general manager of the Norfolk Railway & Light Company.

Mr. Johnston has always been an enthusiastic Democrat, and from boyhood has taken an active interest in party affairs. In 1886 he was elected a member of the Board of Supervisors of Norfolk County, representing the district of Tanner's Creek. While serving in that capacity he was largely instrumental in preventing the removal of the County Court House from Portsmouth. When Atlantic City was annexed to Norfolk, in 1890, he was made chairman of the local board of improvement, and filled that position until February, 1898. During this period he also served two terms in

the Common Council of Norfolk, from the Sixth Ward, and for about six years was a member of the City Democratic Executive Committee, of which he was chairman. Although opposed by two strong candidates, Captain W. R. Mayo, then mayor of Norfolk, and Police Commissioner George H. Dawes, Mr. Johnston was elected mayor in 1898, lacking but a few votes of having a majority over both of his opponents. His practical business methods were carried into office with him, and his record as mayor was a brilliant one. At the sacrifice of his private interests, he devoted his attention to the welfare of the city and his administration resulted in greater progress than that of any of his predecessor. Realizing that the public schools were not what they should be he set about to remedy defects, and the city can now boast of schools as fine as any city in the State can show. He was instrumental in placing the municipal bonds upon a four per cent. basis, which resulted in a saving of thousands of dollars annually. Probably the greatest amount of good accomplished during his term of office was in the reorganization of the Board of Health, by reason of which the lives of citizens were better protected. Shortly after going into office smallpox became prevalent and spread with alarming rapidity. No salary was attached to the office of member of the Board of Health, and it was entirely without a head. The officials were unable to cope with the dread disease, and the same conditions existed the follow year. Being strongly importuned to become president of the board, Mr. Johnston, after some hestitancy, consented. He realized the danger of a pest-house within the city limits and through the action of General Wyman received permission to use Craney Island without expense to the city. Craney Island was then under the direction of the Navy Department. Thomas Martin secured the transfer of control to the U. S. Marine Hospital, which was in charge of General Wyman. That officer, in response to the urgent appeal of Mr. Johnston, turned it over to Norfolk City. Such measures were at once instituted as have afforded protection to the city and at a very small cost. Through his promptness of action and keen foresight, the city was saved from yellow fever during the epidemic at Hampton. Mr. Johnston was re-elected to succeed himself, but resigned to accept the position he now holds and to attend to his private business.

On September 10, 1895, Mr. Johnston was joined in marriage with Clara M. Goodwin, a daughter of Benjamin F. Tebeault, and they reside in the Sixth Ward, where they are surrounded by all the comforts of a happy home. A man of high character and pleasing personality, Mr. Johnston has greatly endeared himself to the people of Norfolk, who recognize in him a citizen of sterling worth.

WILLIAM W. MARSHALL, secretary and treasurer of the Security Loan & Trust Company, and president of the Personal Property Mutual Fire Insurance Association, of which he was a prime organizer, is one of the live realty men of Norfolk, Virginia, and stands well to the front among the hustlers who have promoted the progress, advancement and development of that city.

Mr. Marshall is a son of James T. Marshall, a prominent insurance man of Norfolk, where young Marshall was born, reared and educated. When grown to manhood the son engaged in clerking in a large clothing house in his native city and followed that line of business until 1897. He then went into the real-estate business and from the start has made a specialty of selling suburban property. His first month's work proved that he had natural ability for the work, as he sold over $15,000 worth of lots in Virginia Place, and has been one of the prircipal workers in the early development of that section.

In 1899 Mr. Marshall became associated

with Abbott Morris and others under the firm name of Morris, Marshall & Company, in the real estate business, and the partnership then formed existed until March, 1901, when it was dissolved. This firm was strictly up-to-date and enterprising, as the result of their labor goes to show. They purchased unimproved lots in Virginia Place, Park Place and Brambleton, building fine modern residences upon them. After otherwise improving the lots, they were sold and now stand among the most beautiful and valuable suburban homes in the city. This company also carried on fire insurance as a side line, and by so doing added to their already large income.

Since the beginning of 1901 Mr. Marshall has conducted the same kind of business, buying lots, improving and building upon them and afterward selling at good round figures, by which he realized a neat sum on each investment. He is connected with various other enterprises of Norfolk.

Mr. Marshall is one of the few men who can take one dollar, invest it carefully, and in a short time realize two in its stead. Whoever can do this has his future insured in the financial world, and is accounted among the successful men of his day.

HON. R. RANDOLPH HICKS, one of Norfolk's ablest lawyers, was born in Warrenton, Virginia, in 1870. There he was reared and educated by private teachers, later attending the Episcopal High School, from which he was graduated in 1886. He then took a course at the University of Virginia, completing the law course in that institution in 1890.

Mr. Hicks entered upon his law career at Roanoke, Virginia, where he opened an office. He became interested in politics, and at the age of 23 years was elected chairman of the local committee of the Democratic party. He is an able and fluent speaker, and during the year 1897-1898 made a number of campaign speeches, and was elected a member of the State Legislature. During this time he had also succeeded in building up a good practice, but desiring a larger field decided to locate in Norfolk. He spent much of the year of 1897 in Norfolk and a year later gave up his practice in Roanoke entirely, and removed to Norfolk. He has established a fine practice in that city, and represents many of the leading enterprises in Norfolk. He stands high in the estimation of his fellow citizens, and is well known in Norfolk County as a man of much ability.

Mr. Hicks married Ella Johnson Kerr, a daughter of State's Attorney Charles G. Kerr, of Baltimore, Maryland.

RICHARD L. FORREST, who is employed as chief clerk in the joint department of the Norfolk & Western Railway Company and Merchants' & Miners' Transportation Company, is one of the best-known young business men of Norfolk, Virginia. He was born in Norfolk January 18, 1869, and is a son of W. S. Forrest. W. S. Forrest was born in 1817 at London Bridge, Princess Anne County, Virginia, and possessed great literary ability. He wrote the history of Norfolk and vicinity in 1853, and also the history of the yellow fever epidemic in Norfolk, in 1856. He was editor of the old *Norfolk Argus*, which was published in Norfolk about 40 years ago. He contributed many articles to leading papers and magazines, winning for himself quite a reputation in the field of literary labor. His death occurred in 1878.

Richard L. Forrest was educated in the private school of Prof. William R. Galt, and at the early age of 16 years secured a position with the Merchants' & Miners' Transportation Company. Later he was employed by the Norfolk & Western Railway Company and the Old Dominion Steamship Company.

Mr. Forrest was united in marriage with Sallie Robertson, a Virginian by birth. He was elected to the City Council from Atlantic City Ward, in May, 1900, and is now a member of the Select Council, being chairman of the park committee.

THOMAS JEFFERSON RANDOLPH, one of the most prominent lawyers of the city of Norfolk, is a descendant of the illustrious Thomas Jefferson, third President of the United States, and the founder of Democracy. He is also descended from the famous Tuckahoe branch of Virginia Randolphs. He was born in Albemarle County, Virginia, July 21, 1868, and is a son of Captain W. L. Randolph, C. S. Army, who, through his mother, was a great-grandson of Thomas Jefferson.

Thomas J. Randolph attended school at Charlottesville, and further pursued his studies at McCabe's university school, Petersburg, and at the University of Virginia, where he matriculated in 1886. He received the degrees of B. A. and B. Ph. from the latter institution in 1889, and in 1891 received the degree of M. A. He then studied law, and at the same time, during the session of 1891-1892, was instructor in modern languages in the Norfolk Academy. He was admitted to the bar in 1892, and has since been engaged in active practice. Although in a sense a conservative man, and one who can be depended upon at all times, aggressiveness has characterized his career from the start and gained for him a prominent position at the bar. He is a great upholder of the principles of Democracy, and during campaigns does considerable stump-speaking. He has always been identified with the Third Ward and has been active in the Third Ward Democratic Club. He was elected a member of the City Democratic Executive Committee in 1898, for a period of two years, and was re-elected in 1900 for two years more. He was elected a delegate from the Third Ward to the gubernatorial convention which nominated Governor Tyler in 1897, and to the city convention of 1899, to nominate candidates for the State Legislature. He was elected a member of the board of school trustees in 1898 for a period of four years. Mr. Randolph has taken an active part in military affairs, having served six years in the Lee Rifles, Company A., Fourth Regiment, Virginia Infantry, and was also adjutant of the battalion of Naval Reserves, under Commander Cannon.

November 14, 1895, Mr. Randolph was united in marriage with Laura Lester, the daughter of Hon. Rufus E. Lester, a member of Congress from the First District of Georgia. They have two daughters, Laura Lester and Martha Jefferson. Mr. Randolph is a past master of Ruth Lodge, No. 89, A. F. & A. M.; and also past sachem of Black Hawk Tribe, No. 57, I. O. R. M., which he represented at the great council held at Danville.

FRANK T. CLARK, a member of the firm known as the Frank T. Clark Company, Limited, successors to Cooke, Clark & Company, dealers in sash, doors, blinds, hardware, etc., and gas and electric combination fixtures, is one of the most enterprising men of Norfolk, Virginia. He was born in Norfolk April 21, 1856, and is a son of Tarleton Woodson Clark, who was a lifelong resident of Norfolk.

Frank T. Clark received his mental training in the schools of Norfolk, where he grew to manhood. He has devoted all his time to mercantile pursuits since beginning an active business career. The business house now known as the Frank T. Clark Company, Limited, was established by Luther Sheldon in 1870. January 1, 1889, Mr. Sheldon sold the business to W. T. Cooke and Frank T. Clark, and the firm became known as Cooke, Clark & Company, under which style it continued



JOHN L. ROPER.

until January 1, 1900, when the concern was sold to Frank T. Clark and associates. The Frank T. Clark Company, Limited, manufactures and handles sash, doors, blinds, hardware, plate and window glass, cabinet mantels, grates, tile work, gas, electric and combination fixtures, paints and builders' and painters' supplies. This is one of the leading firms of Norfolk, and Mr. Clark occupies a conspicuous place among the prominent and influential business men of that city. He possesses more than ordinary business ability, and is a man of keen perceptions and sound judgment.

Mr. Clark is president of the Norfolk Freight & Transportation Bureau, and is also a member of the Business Men's Association. He belongs to the Royal Arcanum, and the Travelers' Protective Association. He is a Democrat in political affiliations. Religiously he is a Presbyterian. He is a man of pleasing personality and has many friends in Norfolk.

JOHN L. ROPER, whose reputation as a lumberman extends far beyond the confines of his own State, has been one of the leading and most prominent citizens of Norfolk, Virginia, since 1865. It was in that year, in partnership with Francis R. Baird, that he established the lumber business which has grown to such an enormous size, and of which he is now at the head. That the amount of business transacted each year is extensive can readily be imagined when it is stated that the landed interests of the John L. Roper Lumber Co. consists of more than 200-000 acres, all of which is owned in fee. The value of so gigantic an enterprise to a city is incalculable, and it may be said that this company has done its full share and more toward making Norfolk one of the greatest seaports in the world.

The original firm name was Baird & Roper, and in 1866 they built their first mill on the North Landing River, in Princess Anne County. During the following year they built a second mill at Deep Creek in Norfolk County. The firm name was changed to J. L. Roper & Company after the death of Mr. Baird in 1876, and continued as such until 1885, when it was incorporated under the State laws of Virginia as the John L. Roper Lumber Company. The principle office of the company is in Norfolk, located next to the Norfolk and Portsmouth ferry docks, and their principal mills are at Gilmerton, Virginia, and Roper and Winthrop, North Carolina. At Gilmerton, a town five miles from Norfolk, in Norfolk County, on the Southern Branch of the Elizabeth River, are located their large planing mills, with a capacity of 150,000 feet, or more, per day. They also have there a band-sawmill, with dry kilns and all modern equipment, such as electric light plant, fire department, stores, churches and comfortable homes for the employes. Roper, North Carolina, which was named after John L. Roper, was founded by this company, and is located on the Pamlico division of the Norfolk & Southern Railroad, four miles from Albemarle Sound. This division is 30 miles long, extending from Albemarle Sound to the Pungo River, and is another manifestation of the enterprise of the John L. Roper Lumber Company. It was constructed in the interest of the business and was subsequently sold to the Norfolk & Southern Railroad Company. In this town they have a well-equipped band-sawmill, dry kilns and all modern appliances for the manufacture of pine lumber, they being pioneers in the South in the preparation of pine lumber for the Northern markets. They also have a mill used extensively in the manufacture of cedar lumber, such as tank-plank and boat-boards. They have a cedar shingle-mill, the Roper cedar shingle being well known throughout the United States. At Winthrop, North Carolina, on the Neuse River, they have a comparatively new band-sawmill, with dry kilns, etc., for manufacturing lumber, and at other points in Virginia and North Carolina

they have circular mills for manufacturing pine lumber. In addition to the lumber of their own manufacture, they contract for the output of other mills, and are undoubtedly the largest lumber dealers of this section. The principal products of this company are North Carolina lumber in all its forms, from boards in the rough to the finest interior woods, cedar lumber of all dimensions, telegraph arms, cedar shingles, railroad ties and cooper logs and staves. Mr. Roper is president of and the principal stockholder in the company, and has associated with him in the management of the business his two sons, George W., as vice-president of the company, having general charge of the mills; and W. B., as secretary, having general supervision of the office work. R. D. Parrot, treasurer, is bookkeeper and has been identified with the company since 1867.

John L. Roper was born in Pennsylvania and is a son of Richard Byham Roper, who was born and raised to manhood in Lowther, England. His mother was Esther A. Reynolds, of Philadelphia, Pennsylvania. The subject of this sketch came from Norfolk in 1865, and since that time has been prominently identified with various interests of the city. His entire time has not been devoted to his business, and he has never been too busy to assist those who were not so fortunate and successful as himself. He is of charitable disposition and has given freely of time and money to worthy charitable organizations. He has served as president of the United Charities of the city since its inception and has given much attention to the Union Mission. He has been a member of the various Masonic bodies of the city and State, and was instrumental in the organization of the Masonic Relief Association, through which the Masonic Temple, of Norfolk, was built. He has been interested in educational work, and indirectly through his efforts the Norfolk College was built; he was president of this institution for about 18 or 20 years. For many years he was president of the Norfolk & Princess Anne Turnpike Company, and at the present time is president of the North Carolina Pine Association, the Seaboard Fire Insurance Company and the Roper Storage Company. He is also financially interested in many other enterprises. While never active in politics he has served several terms in the City Council, having been president of the Common branch one term. A portrait of Mr. Roper accompanies this sketch, being presented on a foregoing page.

JAMES N. PEED is a member of the firm of M. L. T. Davis & Company, dealers in wholesale groceries at No. 183 Water street, Norfolk, Norfolk County, Virginia. He was born in Portsmouth, Virginia, in 1869, and is a son of S. S. Peed, and grandson of James Peed.

James Peed was a native of Norfolk County, and was of English and Scotch descent. His son, S. S. Peed, father of the subject of this sketch, was also a native of Norfolk County. His death occurred in October, 1895. For 18 years he was manager of the George L. Crow Company. He was a strong Democrat in politics and served as chairman of several committees while a member of the City Council of Portsmouth. He married Elizabeth F. Neville, also a native of Portsmouth. She lives in that city with her son, the subject of this sketch.

James N. Peed, whose name opens these lines, was reared and educated in Portsmouth, and in 1884 entered the grocery store of M. L. T. Davis & Company, taking a clerical position. He is now a member of the company, of which he is also manager. This firm is probably the largest of the kind in Norfolk, and its business covers the territory of Virginia and North Carolina. Mr. Peed has done much to assist in the growth of this firm, and is thoroughly competent to manage such a large concern. He is possessed of good judgment and

unusually keen perceptions, and his long business experience has made him an authority in his line.

James N. Peed married Mattie Corbitt, of Southampton County, Virginia, and two children have been born to them namely: Margaret C. and Samuel. He has always made his home in Portsmouth, where he is well known and highly esteemed for his good citizenship.

Mr. Peed's brother, Dr. George M. Peed, is a graduate of the University of Virginia, and also of the Johns Hopkins Hospital. He returned to Portsmouth in 1897, practiced one year and was then appointed assistant surgeon of the Fourth Regiment, Virginia Infantry, U. S. V., being sent to Jacksonville, Florida. He was next sent to the division hospital in Cuba, and later returned to Portsmouth, where he was mustered out. He was reappointed and sent back to Cuba for six months and later reported at Camp Meade, where he acted as examining physician for recruits. He then went to the Philippines with the regiment and was on active duty for 18 months as 1st assistant surgeon. He was finally appointed captain and returned to America on a 90-days' leave, when he was made surgeon, with rank of major. He returned to the Philippines in July, 1901.

GEORGE McKENDREE BAIN, one of the prominent educators of Norfolk, Virginia, has been connected with the schools of that city since 1894. He comes from a fine old Virginia family and was born at Portsmouth May 11, 1859. His great-grandfather, James Britian Bain, lived in Portsmouth. George Bain, his grandfather, also lived in Portsmouth, and was engaged in the banking and insurance business. George M. Bain, his father, was born in 1826, and is now living in Norfolk. He married Willie F. Cherry, who was born in that city in 1827.

George McKendree Bain grew to manhood in his native town. He was a pupil in a private school at Norfolk and later attended Randolph College, near Richmond, and the University of Virginia. There he was graduated in 1883, receiving the degree of M. A. He then began the study of law at the University of Virginia and also attended Columbia College at New York City. He next went abroad and remained one year, after which he returned to Virginia and took up his present vocation, that of teaching. His first service in that capacity was in the Kenmore High School. Since 1894, he has been identified with the schools of Norfolk, and has been deeply interested in their growth and advancement. He is a deep student and a man of scholarly attainments. He stands among the foremost educators of Norfolk County and this section of Virginia, and is widely and favorably known.

Mr. Bain is a Democrat in politics. He belongs to no fraternal organizations. Socially he is a member of the Virginia Club and the Country Club, of Norfolk.

CHARLES W. COLEMAN, attorney-at-law in the city of Portsmouth, Norfolk County, Virginia, was born in Caroline County, Virginia. He was educated at Richmond College, from which he graduated, after which he taught school. He then read law, and afterward took a course in the University of Virginia, and was admitted to the bar in 1892. He at once began practice in the Kirn Building in Portsmouth, where his office is now located. He is engaged in general practice, and has a large clientage. Previous to practicing his profession he was principal of the Churchland Academy. Mr. Coleman is a lawyer of marked ability, and a man of scholarly attainments;

he is possessed of much shrewdness and good judgment. He married Virginia J. Griffin, a daughter of John T. Griffin, and they reside in Norfolk County, where they are well-known. They are members of the Christian Church. Mr. Coleman is a Democrat in politics and has received several important nominations. At one time he was a candidate for the Senate. His prospects of a splendid future in legal circles are promising.

COLONEL C. A. NASH, a representative citizen of Norfolk, Virginia, has been identified with many important enterprises of the city for many years. He has a military record of which he and his family may justly feel proud.

Colonel Nash was born in Norfolk County, Virginia, and at the age of 16 years became a member of the Norfolk Junior Rifles. After serving in that organization for some time he joined the Norfolk Light Artillery Blues. He was a member of that command at the outbreak of the war and continued thus until his election as first sergeant of the Jackson Grays, in July, 1861. The company was recruited in Colonel Nash's native county. After seeing some service at Sewell's Point, this company, on the evacuation of Norfolk, proceeded to Petersburg, where it was assigned to duty as Company A, 61st Regiment, Virginia Infantry. In the following October the regiment was assigned to Mahone's Brigade. Colonel Nash took part in all the battles in which his regiment was engaged until the severe wounds he had sustained compelled him to go to the hospital. His first wounds were received the battle of the Crater, on July 30, 1864, and on August 19th of the same year, he was more seriously wounded at Davis Farm and was forced to retire from the field. Later he resigned his commission in the 61st Regiment and sought and obtained the consent of the Secretary of War to enlist in Mosby's battalion of partisan rangers, as a private. In the ranks of this daring command he served until its disbandment subsequent to the surrender of General Lee and the fall of Richmond. After the war Colonel Nash took no active part in miltary affairs until his election as first lieutenant of the Norfolk City Guard, May 3, 1877. September 23, 1879, he succeeded to the command of that company. He was elected major of the 4th Regiment, Virginia Volunteers, March 2, 1885, and attained the rank of colonel on October 7, 1890. This he resigned in 1896.

Colonel Nash has long been prominent in the business circles of Norfolk; he is connected with many commercial enterprises and is a director in one of the city's most important banks. It is a fact well worthy of mention that Colonel Nash is a self-made man to the fullest extent implied in that term. He started out after the war with willing hands and with the same determination that characterized his life as a soldier during the bloody conflict from 1861 to 1865, and by fair dealing with all men, he has become one of Norfolk's most successful and valued citizens.

In political belief he adheres to the principles promulgated by the Democratic party and has been called upon to fill many important offices. He served in the Council of Norfolk many years and was chairman of the finance committee. He is a Mason and is connected with numerous other fraternal organizations.

REV. WILLIAM VANN SAVAGE, pastor of the Churchland Baptist Church, Norfolk County, Virginia, was born in Hertford County, North Carolina, April 6, 1864. He is a son of Robert R. Savage.

Robert R. Savage, who was also a Baptist minister, was born October 14, 1832, in Nansemond County, Virginia, and graduated from



THEODORE JACKSON WOOL.

the Wake Forest College of North Carolina. He spent most of his life in North Carolina and was one of the most prominent preachers of that State in his day. He married Rowena Vann, who was born in Hertford County, North Carolina, December 19, 1840, and they reared five children, namely: William V., the subject of this sketch; Carrie, who married J. L. Camp; Lizzie; Mary, who married Rev. H. T. Williams; and Toy D., a law student at the University of Virginia.

Rev. William V. Savage, whose name heads these lines, attended the Buckhorn Academy of Hertford County, North Carolina, and later graduated from Wake Forest College, North Carolina, in 1884. He then taught school in Raleigh, North Carolina, acting in the capacity of principal of the city schools for three years. He also taught in the academy at Henderson, North Carolina. Rev. Mr. Savage was ordained to the ministry in 1891, and for a period of six years occupied a pulpit in North Carolina. He located at Churchland, Virginia, in 1897, where he has since resided. He is a man of scholarly attainments and has done much noble work in his chosen profession. He has a large congregation who honor him for his teachings and upright life.

Rev. Mr. Savage was married in 1888 to Mattie Williams, who was born in Raleigh, North Carolina, August 21, 1868, a daughter of John G. Williams, a prominent banker of that city. Our subject and his wife have four children namely: Mattie T.; Robert R.; John G.; and William V., Jr. Rev. Mr. Savage is a Democrat in politics.

THEODORE JACKSON WOOL, whose portrait is shown on the opposite page, was born at Nyack, Rockland County, New York, June 17, 1865, where he lived until September, 1876, when he removed with his father's family to Petersburg, Virginia, where his father engaged in the manufacturing business.

Mr. Wool was perhaps the only boy born at the North at the very close of the war between the States named after a Southern general.

Mr. Wool's father was a lifelong Democrat, a Southern sympathizer throughout the war, and a great admirer of General "Stonewall" Jackson, after whom Mr. Wool was named.

Removing to the South in 1876, during the Hayes-Tilden campaign, when Federal soldiers were placed at the voting precincts at Petersburg, to intimidate Southern voters, his father threw himself at once into the ranks of the Virginia Democrats.

Mr. Wool attended the public schools of Nyack and Petersburg, after which he attended McCabe's university school at Petersburg, and in 1884 entered the sophomore class at Hampden Sidney College, from which institution he was graduated in 1887, receiving the medal for oratory in his senior year.

He then taught school for two years in Charlotte County, Virginia, and in September, 1889, came to Portsmouth to take the position of principal of the Fourth District schools, in which capacity he served for three years, until June, 1892. During this time he labored conscientiously and earnestly in connection with others for the upbuilding of the public-school system, and much credit is due him for his indefatigable efforts in raising the standard of public-school work in Portsmouth. During the winter of 1891 and 1892, he pursued the study of law, having taken a summer course at the University of Virginia, during the summer of 1891, and attended the University during the winter of 1892 and 1893. He was admitted to the bar in the summer of 1893, and took up the practice of law at Norfolk, continuing his residence in Portsmouth.

In January, 1894, he formed a copartnership with Benjamin D. White, afterward judge of the County Court of Princess Anne County, which continued until January 1, 1901. In the meantime Mr. Wool had become interested in a number of enterprises in Portsmouth and its suburbs, and upon the termination of his partnership with Judge White, he removed his office to Portsmouth, where he has continued in the general practice of the law.

Mr. Wool has devoted a great portion of his time to the material development of Portsmouth and the surrounding territory. In April, 1899, he became one of the lessees of the Norfolk County Ferries and in May, 1899, was one of a syndicate to purchase the Port Norfolk Electric Railway Company since which time he has served as counsel for both companies.

In March, 1900, when the two companies were consolidated as the Norfolk, Portsmouth & Newport News Railway Company, Mr. Wool was elected a director in the company and made its counsel, and he has had much to do with the extensions and developments which have grown out of that consolidation.

He is connected with numerous land improvement companies, among which may be named,—the Portsmouth Water Front Land Company, Pinner's Point Water Front Company, Pinner's Point Land Company, Pinner's Point Home Company, Western Branch Land Company, and the Air Line Land Company, in all of which companies he is a director and for the most of which he is counsel. He is identified with the syndicate which purchased about 500 acres of land on the Western Branch of the Elizabeth River, consisting of the Rodman, Maynard and Livingston farms, and is vice-president and counsel of the Portsmouth Dime Savings Bank.

Upon the organization of the Portsmouth Business Men's Association, Mr. Wool was chosen as its first president.

In the summer of 1892, Mr. Wool was joined in marriage with Esther Todd, daughter of Captain D. W. Todd, of Portsmouth, since which time three children have blessed their home.

Mr. Wool has always been a stanch Democrat. He is a member of the Odd Fellows, Knights of Pythias, Elks and Royal Arcanum. He belongs to the Presbyterian Church. He is recognized as a man of energy and ability, and although still young, in the prime of his life, the impress of his labor and influence has been felt upon the progress of the community.

DON. MERRITT TODD COOKE was born October 17, 1846, in Norfolk and is a son of Dr. Armstead T. M. and Mary Louisa (Todd) Cooke, and grandson of Mordecai Cooke.

Mordecai Cooke was born in Gloucester, Virginia, in 1785, and moved to Portsmouth, Virginia, early in life, becoming a very prominent figure there in public affairs. He was a man of wealth and owned a large number of slaves being a true type of the Southern gentleman.

Dr. Armistead T. M. Cooke was born and reared in Portsmouth, and attended the schools of that town. He was graduated from the University of Virginia and the Medical College of Pennsylvania, and then entered upon the practice of his profession at Norfolk. His death occurred in 1866, at the age of 51 years. Dr. Cooke was joined in marriage with Mary Louisa Todd, a daughter of Merritt Moore Todd.

Merritt Todd Cooke was born, reared and educated at Norfolk, Virginia, attending the Norfolk Academy and the private school of Professor Galt and of Professor Harrison, of Nelson County. When the Confederate War opened, he left school and by running the Federal blockade at Norfolk joined the Norfolk Light Artillery Blue. He served in that com-

pany with the dash and vim characteristic of the Southern soldier until the war was closed by the surrender of Gen. Robert E. Lee. Mr. Cooke was paroled at Lynchburg, Virginia. He then returned to Norfolk, where he has since been engaged in the real-estate business. In 1872, he was elected city collector of taxes and served two terms. He was a member of the City Council, of which he served as president several terms. He was a member of the State Legislature from 1891 to 1899, and was one of the most able representatives who ever went from his district. He was chairman of the finance committee, and chairman of the Democratic caucus of the House of Delegates.

Mr. Cooke married Mary E. Dickson, a daughter of Richard Dickson and Kate Talcott Hale, his wife. Mr. Dickson was a prominent merchant of Norfolk at an early date. They have five children: Richard Dickson, a student in law at the University of Virginia; Mary Louisa; Merritt, T., Jr.; Kate Talcott; and Elizabeth Ayman.

FRANKLIN D. GILL is one of the most prominent business man of Portsmouth, and is at the head of various enterprises which have gone far toward giving the city the commercial standing it now enjoys. He is president of the Portsmouth Knitting Mills, which were incorporated in 1896, the building having been erected in 1894, 1895 and 1896. The officers are: Franklin D. Gill, president and general manager; John T. King, vice-president; Alexander B. Butt, secretary and treasurer; and R. S. Mackan, superintendent. The building occupied is a two-story brick structure, covering about two acres of land, and is well arranged, and equipped with modern machinery for the manufacture of cotton knit-goods. They employ about 250 men and women, and use annually between 1,200 and 1,500 bales of cotton. It is the first and only mill of the kind in Portsmouth, and about $50,000 is paid annually in wages, some of the employees being paid by the day and others by the piece. They have their own electric light, steam heating and dyeing plants, and a 250 horsepower steam-engine. The plant is fully equipped for turning out finished garments, especially underwear. The process of converting the cotton from the bales to finished garments is a most interesting one. The bales are first run through the carding machines, then to the spinning room, thence to the knitting room, after which the cotton is put through the washing room, then through the finishing room, and lastly finds its way to the packers, and is prepared for shipment. Railroad facilities are excellent, as the concern owns its own track, which is connected with the Seaboard Air Line Railroad. The manufactured garments are shipped to all parts of the world, being handled through agents at New York City.

Mr. Gill was born near Portsmouth, and reared in that city. He is of Scotch descent. For years he was identified with the tobacco business at Norfolk, and was one of the first lessees of the Norfolk County Ferries, which he owned and operated from 1889 to 1899, inclusive. He is president of the People's Bank, which is one of the most flourishing banks in the city of Portsmouth. He is also president of the Portsmouth Star Publishing Company, which publishes the *Portsmouth Star*, one of the best and most successful papers in the State of Virginia.

HON. JAMES F. CROCKER is a native of Isle of Wight County, Virginia, which he represented in the State Legislature before he moved to Portsmouth, in 1856, and formed, with Colonel D. J. Godwin, the well-known firm of Godwin & Crocker. This firm continued until 1880, when Colonel Godwin was elected judge of the Corporation Court of Nor-

folk City. Mr. Crocker continued alone in the practice of law until 1896, when he formed, with his nephew, Frank L. Crocker, the law firm of Crocker & Crocker. In 1900, at the instance of the bar of Portsmouth and Norfolk, he was unanimously elected by the State Legislature to the office of judge of the Court of Hustings for the city of Portsmouth.

WYNDHAM ROBERTSON MAYO, ex-mayor of the city of Norfolk, and an extensive manufacturer, was born in Norfolk, April 4, 1844. He is a descendant of one of the early families of Virginia, the Mayos having emigrated from Southern England in the latter part of the seventeenth century to Barbadoes Island, and thence to Virginia. Col. William Mayo, the first in the line in the Old Dominion, was associated with Col. William Byrd in locating the boundary of the Colonies of Virginia and North Carolina. In 1728, during the reign of George II, he also surveyed and laid out the site of the city of Richmond, Virginia.

The father of the subject of this sketch was Peter Poythress Mayo, who was born in Powhatan County, Virginia, in 1797, and died in 1857. During his active career he was one of the leading attorneys of Norfolk, and once served as Commonwealth's attorney. His wife, Ann Elizabeth Upshur, was a daughter of Littleton Upshur, a planter of Northampton County, Virginia, and a niece of Judge Abel P. Upshur, who was Secretary of War and of the Navy, under President Tyler.

Mr. Mayo received his primary education in the Norfolk Military Academy, at a private institution in Powhatan county, and at William Dinwiddie's school, in Albemarle County. In 1859 he received the honor of an appointment to the United States Naval Academy at Annapolis. He was enrolled there until the spring of 1861, when upon the secession of Virginia he resigned from the Academy, entered the Confederate service, and was assigned to the navy. He was detailed to battery duty at Pig Point, opposite Newport News, and subsequently at Drewry's Bluff, in repelling the advance of the Federal fleet up the James River. Later he served upon Confederate iron-clads at Savannah, Charleston and Wilmington, took part in the defense of Fort Fisher, North Carolina, during both of the Federal bombardments and the assault, and afterward served in the batteries below Wilmington, until the evacuation of that post. He then joined the Army of Northern Virginia, and during the battle of Sailor's Creek was captured and taken to Johnson's Island, Ohio. Upon his release at the close of the war, he promptly returned to civil life, and shipped before the mast in the merchant service. Soon after entering the service he was promoted to be mate, and subsequently, to be master.

In 1874 Mr. Mayo was married to a daughter of Commodore Stephen Decatur, of the United States Navy, at Bolton, Massachusetts. In 1877 he settled at Norfolk, and established steam brick works on the banks of the James River. This has been his principal enterprise, and he is still engaged in manufacturing brick.

He has taken a prominent part in social, business and political life, and has frequently participated in various conventions of the Democratic party. Under the first administration of Mr. Cleveland he served as collector of customs for the port of Norfolk and Portsmouth, and during the years 1896 and 1897 was mayor of the city of Norfolk.

JOHN L. WATSON conducts the leading real-estate and insurance agency in the city of Portsmouth, Virginia, and is prominently identified with many of that city's most prominent and successful enterprises. He was born in Norfolk County, Virginia, in 1863, and is a son of James F. Watson.



HON. WILLIAM NATHANIEL PORTLOCK.

James F. Watson was born in Norfolk County, Virginia, and is now a resident of North Carolina. He was for some years a mechanic, and then turned his attention to mercantile pursuits. He served four years in the Confederate Army. He is of a very retiring disposition. His wife is now deceased. Of the large family of children born to them, John L. Watson is the only one residing in Portsmouth.

John L. Watson attended the public schools and the Portsmouth Academy, and entered upon his business career in 1883, as clerk in the office of the Seaboard & Roanoke Railroad Company. He continued with this company for six years, and in that time did some collecting. This led to his establishing a collection and rental agency, the first one in the city. He was located in the early years of the business at different places on High street, but his office for the past 15 years has been at No. 355 High street. He has formed one or two partnerships in this time, but they have been of short duration. He has dropped the collection feature of his enterprise, and now devotes his entire time to the insurance and rental business. He was in the real-estate business for a time, but is now acting only in the capacity of agent. He is interested in, and helped to organize, 16 land companies, and was interested in the Portsmouth Street Railway. At the present writing he is interested in the Portsmouth Electric & Gas Company. He is treasurer of the Norfolk, Portsmouth & Newport News Railway Company, and vice-president of the Portsmouth Cotton Manufacturing Company, with which he has been identified since its organization. He is a director of the Bank of Portsmouth, and has been secretary of the Home Permanent Building Association of Portsmouth since its organization. He founded the last named institution 13 years ago, in his present office, and during the time of its existence nearly a half million dollars of stock has been matured. Mr. Watson has an extensive business and employs five assistants. He is chairman of the local board of improvements for the Fifth Ward, in which he resides, which has about four miles of sidewalks; during the summer of 1901, $50,000 was spent in this ward. He is a Democrat in politics.

Mr. Watson married Mercer Roche, of Portsmouth, who is of Revolutionary stock. Her father was Thomas A. Roche, captain of a company in a New York regiment during the Confederate War, and while in the South he met the mother of Mrs. Watkins in Norfollk County. After the war, they were married and removed to New York, where Mr. Watson's wife was born. She was eight years of age when her father died, and she and her mother returned to Portsmouth. Mr. and Mrs. Watson have three children, Louise, Mertie and Ralph.

HON. WILLIAM NATHANIEL PORTLOCK, a very prominent citizen of Norfolk County, Virginia, whose portrait is shown on the opposite page, has served on the bench of Norfolk County since 1892, and at the present time is a member of the Constitutional Convention of Virginia, session of 1901-2. He comes of one of the oldest and most prominent families of Norfolk County, his ancestors having settled in the county early in the seventeenth century and having been active participants in the Revolutionary War. The subject of this sketch was born on the farm he now owns, and is a son of Franklin Portlock, grandson of Nathaniel Portlock, and great-grandson of William Portlock. The earliest representative of this family came from England as far back as 1634, and located near what is well known as the "Portlock Estate," in the vicinity of the city of Norfolk. Nathaniel Portlock, grandfather of our subject, was born on this estate, the title to which has been in the family since early colonial days.

Franklin Portlock, the father, was also

born on the old homestead in 1826, and died in 1896. At the age of 26 years he married and settled on a near-by tract at Great Bridge and followed agricultural pursuits. He was a public-spirited man and took a large share in advancing the interests of his county. He was always an active worker in the Democratic party and served as school trustee for many years and up to the time of his death. He married Eugenia Herbert Tatem, a daughter of Dr. William Tatem, an eminent physician who practiced medicine for many years in the city and county of Norfolk. Dr. Tatem served in the Legislature of Virginia for several terms, and was instrumental in the change from the Whig to the Democratic admininstration. Eugenia H. (Tatem) Portlock, the mother of Jndge Portlock, is still living and enjoys the love and esteem of a large circle of relatives and friends who appreciate the many noble qualities with which she is endowed. Mr. and Mrs. Franklin Portlock became the parents of the following children: William Nathaniel; Emily A.; Eugenia T., wife of T. W. Butt; Frank L.; Bessie F., wife of C. L. Young; and a child, Bettie, who died in infancy.

William Nathaniel Portlock was reared on the farm and was a student for several years at Bethel Military Academy, Fauquier County, Virginia. He was elected clerk of the Circuit Court on July 1, 1877, an office he held for seven years. He was at the same time deputy in the city courts of Portsmouth City for a period of six years, commissioner in chancery, commissioner of accounts, and treasurer of Norfolk County and Portsmouth Ferries. He afterward entered the law department of the University of Virginia, and thereafter practiced his profession in the city of Norfolk, and soon established a successful career. He has had unusual experience in the courts, and has attained a high degree of success as a counsellor. January 1, 1892, he was elected judge of the County Court of this county, and was, without opposition re-elected to that position in 1898, now serving in that capacity. He has a comprehensive knowledge of legal principles, and his utter impartiality in decisions has gained for him the confidence and good will of the citizens of the county. June 12, 1901, he took his seat as a member of the Constitutional Convention convened at Richmond, Virginia, to which position he was nominated and elected by the people of his native county without opposition, his nomination as a delegate to that body having been made in the county convention by acclamation. The official census of the State indicates that he represented in the Consitutional Convention a larger constituency than any other member of that body.

Judge Portlock is a member of the Alpha Tau Omega fraternity, and has always evinced an interest in its personnel and welfare. He has, since boyhood, enjoyed the confidence and esteem of the people of his county, who have conferred upon him many positions of trust and emolument.

FRANK L. CROCKER, an attorney of Portsmouth, Norfolk County, Virginia, was born near Lynchburg, Campbell County, Virginia. He is the son of Rev. William A. and Frances K. (Jennings) Crocker.

His father, Rev. William A. Crocker, was born in Isle of Wight County, Virginia, in 1825, and was for 58 years a minister of the Methodist Church. During the Confederate war he was chaplain in Colonel Hodges' regiment, and also established the army intelligence office at Richmond, which proved very valuable.

Frank L. Crocker received his collegiate education at Randolph-Macon College, Ashland, Virginia, where, in 1886, he received the degree of A. B. After leaving college he went to Texas, where he taught school for several years, reading law at the same time. He was admitted to the bar at Dallas, Texas, in 1890, and shortly afterward returned to Virginia,

and located in Richmond County, where his father was then presiding elder. Subsequently he practiced in the "Northern Neck" of Virginia. At Irvington he became assistant editor of the *Virginia Citizen*, and also practiced there about two years. In 1896 he removed to Portsmouth and became associated with Judge James F. Crocker, in the practice of law, under the firm name of Crocker & Crocker. He continued in that partnership until the present year, when Judge Crocker became Judge of the Court of Hustings for the city of Portsmouth. Frank L. Crocker has since been engaged in the practice of his profession alone, and is one of the most able men of the bar in Virginia. He is well known in Norfolk County as a man of splendid business ability and good judgment.

For the past four years he has been a steward and trustee of Monumental Methodist Episcopal Church, South, in Portsmouth, and has been president of the Y. M. C. A. for a number of years. In this capacity he has done much noble work, and his influence has been felt greatly in the community. He is now president of the King's Daughters' Hospital Association, which purposes shortly to erect a new hospital building in the city.

B. F. HOWELL, who is now retired from business activities, has taken an active part in the affairs of Portsmouth, particularly on the School Board, of which he has been a member for many years. He was born in Nansemond County, Virginia, and is a son of E. D. Howell.

E. D. Howell was born and reared in Nansemond County, Virginia, and was a son of Rev. Edward Howell, a Baptist minister, who preached in Nansemond County, Virginia, and in Gates County, North Carolina, where he died about 1888. Rev. Mr. Howell's father came to this country from Scotland when a young man, accompanied by two brothers and a sister, and located in Nansemond County, Virginia. The family became a very prominent one and was possessed of large means, its members being in the main planters, but their fortunes were destroyed during the Confederate War. E. D. Howell, father of B. F., was reared in Nansemond County, Virginia, and was a prominent member of the Masonic fraternity. He married Maria A. Sumner, by whom he had three children, namely: E. S., who resides at Washington, D. C.; Mrs. G. K. Atkinson, whose husband was in the grocery business at Portsmouth for many years; and B. F., the subject of this sketch. E. D. Howell died about 1857, and Mrs. Howell afterward married Lemuel W. Williams, who was a master joiner in the Norfolk Navy Yard, and held a position as foreman for many years. He died of apoplexy in 1873. Three children were born of this union, all of whom are dead. Mrs. Williams died in 1876, at the age of 47 years.

B. F. Howell attended the common schools of Portsmouth and those of Nansemond County. During the war and for some years afterward he lived with his grandfather while attending school. He then returned home and entered a printing office at Norfolk. When the *Portsmouth Enterprise* was started he became foreman and proof-reader, a position he held for six or seven years. His health failing, he decided to change his business, and at first conducted a grocery. A few years later he began an installment paying business alone, and made a great success of it. He bought property at the corner of High and Washington streets, and erected buildings. He sold out in 1896, and has since lived practically a retired life. He has invested largely in real estate. He recently built a fine new home at No. 19 Dinwiddie street. Mr. Howell has been a member of the School Board for a period of 12 years, and in that time has put forth his utmost endeavor to improve the school system and increase its facilities. It is to such men

as he that the credit should be given for the fact that the schools of Portsmouth are unexcelled in the State of Virginia.

May 10, 1877, Mr. Howell was united in marriage with Ida C. Ames, who was born in May, 1859, and received her education in her native city, Portsmouth, and in college at Murfreesboro, North Carolina. Her father, S. S. Ames, came from Accomac County, Virginia, and was in business at the City Market in Portsmouth until his retirement in 1887. They have adopted a daughter, Nellie, who is now attending school. Politically, Mr. Howell has been a lifelong Democrat. He is past chancellor of Atlantic Lodge, No. 24, K. of P.; and for 15 years has been a member of Portsmouth Company, No. 15, Uniform Rank, and is a lieutenant on the major's staff. Religiously, he is a member of the Monumeutal Methodist Episcopal Church, South, of which he is a steward.

CHARLES G. HUME is city attorney of Portsmouth, Virginia, and has achieved a high degree of success in the practice of the legal profession. He was born in Portsmouth, Virginia, and is a son of John H. Hume, and grandson of Rev. Thomas Hume, for many years pastor of the Court Street Baptist Church.

John H. Hume was born in Portsmouth, Virginia, and for many years was identified with the banking and industrial interests of the city. He died in 1899, at the age of 55 years. He was joined in marriage with Anna Peebles, who was born in Petersburg, Virginia, and now resides in Portsmouth. Her father was president of the South Side Railroad before and during the early years of the Confederate War. Mr. and Mrs. Hume became the parents of eight sons and two daughters, as follows: Anna H., wife of Walter H. Taylor of Norfolk; John H., Jr., of Portsmouth; Charles G., the subject of this biography; James, an insurance agent and member of the firm of Hume & Brother of Portsmouth; Marian; Thomas, who is in the employ of the Seaboard Air Line; Hartwell Heath; Joseph Stewart; Julian Robert; and Frank Wynne. The family residence is at the corner of Court and North streets.

Charles G. Hume studied law at the University of Virginia, and was admitted to the bar by the Supreme Court of Virginia, July 7, 1899. He has always taken an active interest in politics, and served as a member of the City Council until he resigned to accept the office of city attorney, July 1, 1901, succeeding John W. Happer. He has maintained his office in the new Commercial Building since 1899. He stands well at the bar, and has many friends throughout the county. He is a member of Trinity Chapter, No. 346, Brotherhood of St. Andrew, and is a director in the Business Men's Association of Portsmouth. Religiously, the Hume family favor the Episcopal Church, of which the subject of this sketch is a vestryman.

FOSTER BLACK, one of the foremost business men of Norfolk County, Virginia, has attained a high degree of success in the business world. As president of the People's Bank of Berkley, he has displayed unusual ability as a financier, as is evidenced by the stable condition of the bank and the position it occupies in comparison with the leading institutions of the kind in this section of the country.

Mr. Black is of Scotch-Irish parentage, and came to the United States in 1871. He located in Norfolk County in 1889, and entered the field of business with an energy which has since characterized his career, making a success of every undertaking. In that year he began operating the Atlantic City Mills of Norfolk, and in 1890 started the Chesapeake Knitting Mills. In 1893 he established the Elizabeth



COL. J. R. WADDY.

Cotton Mills, of which he is now secretary and treasurer, a concern which has from 250 to 300 emplayees. Both mills have been successfully operated since their inception, and their products are sold direct to the trade in every State in the Union. He was also the founder of the Merchants' & Planters' Bank of Berkley. A man of intellectual attainments, honesty and strict integrity, Mr. Black represents the highest type of citizenship.

COL. J. R. WADDY, who served with high honor throughout the Confederate War, is well known as the postmaster of Norfolk. He was born in Northampton County, Virginia, December 24, 1839, and comes of a family which has long been located on Virginian soil.

Colonel Waddy received his educational training in the Virginia Military Institute and was graduated in 1853. He was engaged in teaching school for two years, when on the recommendation of Gov. H. A. Wise and Gen. T. J. Jackson, under whom he was instructed at Lexington, he was appointed 2nd lieutenant in the 4th Regiment, U. S. Artillery. He was promoted to be 1st lieutenant and served in that capacity until the secession of Virginia in 1861, when he resigned his position in the Federal Army. He tendered his services to John Letcher, Governor of Virginia, and Jefferson Davis, president of the Confederate States. He was given the rank of 1st lieutenant in the Confederate Army, and was then assigned to duty as captain in the Adjutant-General's Department; he was ordered to duty under General Pemberton, on the south side of the James River, for the purpose of organizing the 1st Brigade, serving around Smithfield, Virginia. He remained there until November, 1861, when he was ordered to the Pocotaligo River, South Carolina, as adjutant-general of the 1st District in a department commanded by Gen. Robert E. Lee. Shortly afterward, when General Lee was ordered to Virginia to assume command of the Army of Northern Virginia, the subject of this sketch was ordered to Charleston, South Carolina, as adjutant-general of the department of South Carolina, Georgia and Florida, and remained there until the defeat of General Van Dorn, in Mississippi, when he was ordered to report at Richmond for assignment to duty. He was made adjutant-general of the Department of Mississippi and East Louisiana, in which station he continued until the early part of 1864. He was again ordered to report at Richmond for duty under General Beauregard, at Charleston, in ordnance and artillery service. During the latter part of May, 1864, when General Beauregard was ordered to Petersburg for command, Colonel Waddy was directed to accompany him, upon the General's request. He remained with that officer until 1864, when he was ordered to Charleston with General Harris, the latter being in the Engineering Corps. While there he was appointed special commissioner for the exchange of 10,000 prisoners, a duty he discharged to the satisfaction of both governments, for which he was promoted to the full rank of colonel of artillery. The Federal commissioner in the exchange of prisoners was Colonel Bennett, of Connecticut. Colonel Waddy remained in Savannah until the night of December 22, 1864, when the Confederate troops evacuated the city and crossed the Savannah River, Gen. W. T. Sherman occupying the city. The Confederate Army was overtaken by Sherman at Durham Station and then marched to Goldsboro, North Carolina, where it was surrendered by Joseph E. Johnston to General Sherman. Colonel Waddy returned to his natal county, where he followed farming a few years, and then went to New York and was engaged in business for himself until 1877. He returned to Virginia and again followed farming for a period of five years, after which he made his advent in Norfolk, where he has since been a prominent figure. He served as inspector-in-chief of export grain for the Nor-

folk & Western Railway grain elevators until 1898, when he was appointed postmaster of Norfolk.

There is no data within reach relating to the establishment of the Norfolk Post Office. In 1800 Edward Archer was postmaster. His successors were Andrew M. McConnice, Walter R. Jones, Alexander Galt, Philip I. Cohen, John P. Leigh, Alexander Galt and A. M. Vaughan. The last named was in office at the commencement of the Intersectional War, and held it under the Confederate government until the evacuation of Norfolk by the Confederates, May 10, 1862. Then ——— Trott was put in charge of the office and was succeeded by Warren W. Wing, who was succeeded by E. Whipple. Then again followed Warren W. Wing, who was succeeded in turn by H. B. Nichols, M. P. Rue, J. W. Long and Michael Glennan, who was followed by Capt. F. L. Slade. Captain Slade was followed by W. W. Degge, who was succeeded by W. H. H. Trice. Mr. Trice was succeeded by W. T. Anderson, and Mr. Anderson, on November 27, 1898, by Colonel J. R. Waddy whose appointment was confirmed by the Senate January 17 1899.

In 1806 the Post Office was located at No. 31 West Main street. It was afterward located on the south side of Main street, near Church street, where the Saulisbury Building now stands. It was then moved to West Main street, in a building occupying the site of the present Citizens' Bank Building, the Post Office adjoining the Custom House lot. It was afterward removed to the Dodd Building on Main street, opposite Commerce street, then back to its previous quarters, and afterward to the site of the present Ferebee, Jones & Company Building, corner of Main and Commerce streets, and from there to its present location in the Custom House Building.

Colonel Waddy, during his official career, has displayed intelligence, zeal and fidelity to trust in the discharge of his duties, and has gained the highest esteem and respect of the community. Naturally of a courteous and progressive disposition, he has had constantly as his aim the pleasure and accommodation of the patrons of the office. Fraternally he is prominent in the affairs of Pocahontas Council, No. 493, Royal Arcanum, in which he has filled all the chairs and is at the present time past regent. In politics he is a stanch Republican. His portrait is presented on a preceding page.

BASCOM SYKES, who is a native of Norfolk County, Virginia, was born in 1857. He comes from one of the old families of Norfolk County, whose members have been identified with the growth and development of this community for more than a century.

Mr. Sykes is, at present, acting in the capacity of city engineer of Portsmouth, and was formerly resident engineer of the Norfolk & Carolina Railroad Company. He is a gentleman of recognized ability in his profession, and is one of the substantial citizens of Portsmouth.

ISAAC T. VAN PATTEN, who is secretary of the Business Men's Association of Portsmouth, Norfolk County, Virginia, was born in Washington, D. C. He received his scholastic training in that city and in Gettysburg, Pennsylvania, where his family resided some years.

Mr. Ván Patten was 26 years old when he removed to Portsmouth. He entered the government service at Portsmouth, in January, 1876, accepting a position in the pay department of the Norfolk Navy Yard. He continued working in that department for 22 years. He spent one year at the naval station at Key West. He resigned his position in the pay department of the Navy Yard to accept

the secretaryship of the Business Men's Association of Portsmouth. He has full charge of the correspondence of that organization, and reports to the board of directors regularly.

The Business Men's Association was incorporated in 1901, with T. J. Wool as president; John H. Downing, treasurer, and Isaac T. Van Patten, secretary. The vice-presidents are: Alexander B. Butt, E. L. Dashiell, A. H. Lindsay, Jr., G. Hatton and John L. Watson. The board of directors is composed of the following: Franklin D. Gill, Willis A. Jenkins, Charles G. Hume, Frank Lindsay, John C. Emmerson, E. L. Lash, P. C. Trugien, O. L. Williams, B. F. Hofheimer, M. P. Claud and R. S. Mackan. Mr. Van Patten is a man of splendid business ability, possessing sound judgment and keen perception. He is one of the most influential citizens of Portsmouth, is highly respected for his good qualities, and stands high in the community.

Mr. Van Patten married a daughter of W. A. Smith, who was a merchandise broker for many years. He was also a member of the City Council of Norfolk; he is now deceased. Four children have blessed the union of Mr. and Mrs. Van Patten, namely: Ellsworth P., who was appointed by the Secretary of the Navy when but 17 years old, to the drafting room at the Navy Yard, and placed under Mr. Hart; Margaret H.; Isaac T., Jr.; and Alfred F. The Van Pattens reside at Cottage Place.

Mr. Van Patten is a member of the Royal Arcanum, Heptasophs, and National Union. He attends the Presbyterian Church.

CHARLES C. COBB, of the firm of Cobb Brothers & Company, cotton brokers, at No. 245 Main street, Norfolk, Norfolk County, Virginia, was born in North Carolina, December 16, 1864. He is a son of James C. and Mary (Bell) Cobb, both of whom were natives of North Carolina. James C. Cobb is a farmer and merchant of North Carolina; he is 77 years old. His wife died at the age of 54 years. Of 11 children born to this union, seven reached maturity.

Charles C. Cobb, whose name heads this sketch, attended school at La Grange and Kings Mountain, North Carolina. After finishing school he kept books for a firm for two years, after which he removed to Norfolk, in 1888. He engaged in the cotton business as clerk for Lewis, Hilliard & Company, and remained in their employ one year. He then went into business under the firm name of Cobb Brothers & Gillum. This partnership existed for three years, when Mr. Gillum withdrew. Since that time the firm name has read Cobb Brothers & Company. They buy and sell cotton, grain, provisions, bonds and stocks, either for cash or on a margin. They conduct a very large business, which is constantly on the increase.

Mr. Cobb married Maud Fulcher, a native of Wilson, North Carolina, and a daughter of L. H. Fulcher, also a native of that state. This marriage occurred in July, 1898, and one child,—Mareu,—has blessed their union. The family are members of the Epworth Methodist Episcopal Church. Mr. Cobb is a Mason and a member of the Royal Arcanum. He is a man of splendid business ability and high character, and is well known and greatly respected in Norfolk.

JOHN W. HAPPER. The city of Portsmouth claims many able lawyers among her citizens, but none more able than John W. Happer, of the law firm of Edwards & Happer. He was born in Norfolk County, Virginia, and was between one and two years of age when his parents moved to the city of Norfolk. His father, George D. Happer, was engaged in farming, and later was interested in the timber business in this county. He represented

Norfolk County in the State Legislature for a number of terms. His wife, whose maiden name was Eliza A. White, was a native of Norfolk County. Her father, John White, was one of Virginia's sons. He was also born in Norfolk County. Unto this worthy couple were born nine children. Of these three are now living, namely: Mrs. Fannie H., widow of John F. Stewart, of Suffolk, Virginia; Mrs. A. O. Leigh, of Portsmouth, widow of Dr. James W. Leigh, of Norfolk, Virginia; and John W., who was the youngest of the family. Mrs. Happer was a devout member of the Methodist Episcopal Church, South. When Norfolk was evacuated, during the war, John W. Happer, with his mother and sister, ran the blockade and went to North Carolina, the father being already within the Confederate lines. They located at Weldon, North Carolina.

John W. Happer attended the public schools of Weldon, North Carolina, then went to Halifax, and next, to Columbia, both in Tyrrell County, North Carolina, where he attended the common schools until 1870. He then returned to Norfolk and attended the school of Prof. N. B. Webster, where at the same time he served as instructor in mathematics. In September, 1872, he attended the University of Virginia, studied Latin, law and medical jurisprudence, and completed the course in the two last named branches. He was admitted to the bar at Norfolk, but soon removed to Portsmouth, which city has since been his home. For the past 20 years he has been engaged in the practice of law, in partnership with Mr. Edwards, and for a period of from 12 to 15 years was city attorney of Portsmouth, being succeeded by Charles G. Hume, the present incumbent.

Fraternally Mr. Happer is a member of Portsmouth Lodge, No. 82, Benevolent & Protective Order of Elks; Atlantic Lodge, No. 24, Knights of Pythias; Royal Arcanum; and National Union. He has been chancellor in the lodge of the Knights of Pythias, and as an Elk has passed through the four chairs,—he represented the lodge at the annual reunion held at New Orleans, Louisiana. December 6, 1883, he was united in marriage with Rosa Lee Edwards, and they have three children,—John W., Jr., G. Douglas and Rosa Lee.

CAPT. LLOYD WASHINGTON LAMBERT is a sailing-master and ship-owner, trading between Norfolk and New York and other ports. He was born at Lambert's Point, Norfolk County, Virginia, and is a son of John Holt Lambert, Jr.

John Holt Lambert, Sr., the grandfather of our subject, came to this country from England, and settled at "Hornet's Point," which place was afterward given the name of Lambert's Point. He owned a large number of slaves, as did his son, the father of the gentleman whose name opens these lines. John Holt Lambert, Jr., was born in 1810, and was engaged in oyster planting and farming until 1882. He then retired from active business duties, and his death occurred 10 years later, at the age of 82 years. He married Ann Eliza Cooper, who was born at Lambert's Point, October 17, 1827. Her father was William Cooper, a circuit preacher of the Christian Church. John Holt Lambert, Jr., and his wife had eight children, namely: William John, Edward James and Mary Elizabeth, deceased; Eleazer Orwell, who is engaged in the wholesale liquor business in Norfolk; Lula M., who married Charles A. Morris, a merchant of Norfolk; Lloyd Washington, the subject of this sketch; and Archie Stephens and Tiberius Darling, both merchants.

Captain Lambert holds the championship medal of the world for quail shooting. A $1,000 challenge is now offered by his friends in Norfolk to all competitors. Captain Lambert now has a record of killing 184 quail, from sunrise to sunset.



THOMAS R. BALLENTINE.

Captain Lambert married Rhoda Bell Dunston, a daughter of Augustin Dunston. She is one of three children, the others being Leonard James; and Lula Virginia, who makes her home with her sister. The Captain and his wife are blessed with the following children: Essie Viola; Lottie Washington; Blanche Louise; Ruby Holt; Gladys Rose; Lloyd Washington; and Elizabeth Warren.

Captain Lambert is a Democrat in politics. He is an attendant of the Methodist Church. He is well and favorably known to every citizen of Lambert's Point, who respect and admire him for his many admirable traits of character. Captain Lambert has many friends throughout Norfolk County.

CORNELIUS F. ROBINSON, a successful truck-farmer of Norfolk County, Virginia, was born and reared on his present farm. The date of his birth was October 29, 1866. His father, William Robinson, son of Henry Robinson, was also a farmer by occupation, and lived to be 47 years old. William Robinson married Sarah Cooper, who was born in 1832. She had five children, namely: Martha J., of Lambert's Point; Amanda S., deceased; W. J. and H. J., both truck-farmers; and Cornelius F., the subject of this sketch.

Cornelius F. Robinson received his scholastic training at Lambert's Point, where he spent all of his life. He began farming at a very early age, and has met with much success in that vocation. He is well known as one of the best truckers in that vicinity, and finds a ready market for all the products of his land. Possessed of much energy and thrift, he has worked unceasingly, and has just cause to feel proud of his success.

Cornelius F. Robinson was married in 1891 to Nettie F. Vanderberry, a daughter of Thomas Vanderberry, and has two children,—Flossie Estelle, aged eight years; and Hunter Franklin, aged four years. Mr. Robinson is a Democrat in politics. Religiously, he belongs to the Methodist Church.

THOMAS R. BALLENTINE, who is well known to the citizens of Norfolk Virginia, by reason of his connection with various public enterprises and charitable institutions, owns and conducts the largest truck farm in Norfolk County. He was born in Currituck County, North Carolina, in 1820.

Mr. Ballentine first came to Norfolk County, Virginia, in 1849, locating on a farm about 18 miles from the city of Norfolk on what is known as Butt's Road. There he remained for seven years and then, in 1855, sold his farm. During 1856 and 1857 he was agent for the Norfolk County Ferries, after which he again moved to the country and purchased a farm at Hickory Ground. Three years later he disposed of this property and bought another farm near by, where he resided from January, 1861, until November, 1867. He then rented the last named place and moved to the city of Norfolk where he has since made his home. He purchased a large truck farm one and a half miles east of the city, which he has since conducted, giving it a personal supervision. He devotes his entire time to this business, making two trips daily to the farm. The importance of the Norfolk section as a trucking field is amply evidenced by the statistics of the Agricultural Department and the figures of shipments on railroads and steamships, which classify it as one of the greatest fields in this industry in the United States. The land is a rich sandy loam, quickly responsive to fertilization and cultivation, and yields abundantly. Mr. Ballentine has engaged in trucking on an extensive scale and has been eminently successful, marketing his products in New York, Boston, Philadelphia, Baltimore and Washington.

His farm is the largest in the county under one management. In the city he has built the Ballentine Building, the Arcade Market, and numerous other structures. He is a director in the Norfolk National Bank and the Norfolk Bank for Savings and Trusts, and has held stock in the old Exchange Bank.

Mr. Ballentine was first joined in marriage with Mary F. Hughes, who was born in Currituck County, North Carolina, and died in January, 1883. He formed a marital union in 1885, with Annie E. Baxter, of Currituck County, North Carolina. In 1894 he built the Mary F. Ballentine Home for the Aged, which has since been maintained at his expense. This work of charity was done in accordance with the idea and wishes of his deceased wife. The building was dedicated and deeded to a board of trustees, in 1894. It is located on Park avenue in Brambleton Ward, Norfolk, and is further mentioned in Chapter XIV. A view of the home is shown on Page 254. Mr. Ballentine's early days were spent in learning the trade of a mechanic, which he followed but a short time, as he decided to take up a work in which he could manifest more independence. He is a man of admirable character, charitable in disposition and ever ready to lend a helping hand to one who has not been so successful as himself. A portrait of Mr. Ballentine accompanies this sketch, being presented on a preceding page.

REV. AUSTIN EVERETT OWEN, a distinguished citizen of Berkley, Virginia, is too well known to need an introduction to the citizens of Norfolk County. His record as pastor of the Court Street Baptist Church of Portsmouth, and Grace Baptist Church of Berkley, extending over a period of more than 30 years, is replete with good deeds and honest endeavors to raise the moral standard of his charges. He is also president of Ryland Institute, a school for young ladies, and in this capacity has also been successful. He has not only succeeded in imparting knowledge to them from books, but by the strength of his personality and the example of a well-spent life, has influenced them to lives of good purpose.

Rev. Mr. Owen was born in Powhatan County, Virginia, September 27, 1837, and is a son of Richard Johnson Owen, and grandson of Elisha Owen, who was a son of William Owen. Elisha Owen participated in the battle of Yorktown during the Revolutionary War. Richard Johnson Owen was born in 1797, in Prince Edward (now Appomattox) County, Virginia, and died in 1892, at the remarkable age of 95 years. He was a carpenter by trade, and also followed farming on a small scale. He was a member of the Baptist Church, and was baptized in his 80th year by the subject of this sketch. He was always a Democrat, although he was a Union man at the outbreak of the Intersectional War. He was exempt from military service on account of his age. He was joined in marriage with Narcissa Langsdon, a daughter of Benjamin and Nancy (McGruder) Langsdon, natives of Powhatan County, Virginia.

The Langsdons, who were Huguenots, came to the United States from France, as early as 1685. They became extensive landowners, and had many slaves, but under the influence of the Wesley Revivals they freed all their slaves. The Huguenot Springs are located on the former holdings of the family. Narcissa (Langsdon) Owen died in 1887. She was a member of the M. E. Church. As a result of her union with Mr. Owen she gave birth to four children, as follows: William Thomas, born in 1829, who served in Wise's Brigade and was killed at Drewry's Bluff; Julia Ann Johnson, born in 1833, who married Richard F. Vest, a trader, and is now living at Powhatan, Virginia; Virginia E., born in 1835, who married John R. Toney, a carpenter and contractor, and died in 1875; and Austin Everett, the subject of this sketch.

Austin Everett Owen spent four and a half years in attendance at Richmond College, after which he entered the ministry of the Baptist Church, his first charge being in Brunswick County, Virginia. He located in Portsmouth, Virginia, in 1871, and became pastor of the Court Street Baptist Church, where he remained 27½ years. He left that church on the last day of January, 1898, and assumed the duties of pastor of Grace Baptist Church, of Berkley, on the 1st day of February, 1898. He was ordained in 1861, and has never been without a pastorate a day since that time. He was selected president of the Ryland Institute, at Berkley, in 1897, and entered upon the duties of that office in 1898. This institution was organized in Suffolk, Virginia, in 1892, and was finally removed to Berkley. It is located in the old Marine Hospital, built several years after the Revolutionary War, and stands like a fort, with its solid walls two feet in thickness. Mr. Owen is a trustee of Richmond College; he was moderator of the Portsmouth Baptist Association four years, and was president of the General Association two years,—the highest honor in the church. He has been vice-president of the Foreign Mission Board of Virginia of the Foreign Mission Convention; and president of the Foreign Mission Board of the General Association of Virginia, located at Norfolk. He has been highly honored by the church. He received the degree of D. D. from Baylor University of Texas about twenty years ago. He is on the lecture platform, to a considerable extent, treating his subjects both in a humorous and instructive manner. It has often been remarked by good critics that he could attain the highest degree of success as a humorous lecturer. Rev. Mr. Owen's character is above reproach, and the comment was made, upon his leaving the Portsmouth pastorate, that no man or woman in the town could say they ever knew of him doing a mean act.

December 6, 1866, Rev. Austin Everett Owen was united in wedlock with Mary Henrietta Hall, a daughter of Clement and Louise (Andrews) Hall. Miss Hall was born in Brunswick County, Virginia, in 1842. As a result of this union Mr. and Mrs. Owen had 10 children, namely: Minnie Etta; Nettie Blanche; Sarah Hall; Mary B.; Austin E., Jr.; Louise Andrews; William Russell; Jennie Ethel; Richard Clement; and Myrtie Belle. Minnie Etta, born August 31, 1867, married M. P. Clend, who is in the insurance business in Portsmouth, and resides at Berklley. They have four children, namely: Jesse O.; Reese L.; Eldridge F.; and Hugh Montague. Nettie Blanche, born in 1870, married John Freeman and they reside at Union, North Carolina. Sarah Hall, born in August, 1872, married J. E. Britton, a merchant of North Carolina, and they have three daughters,—Annie, Jennie and Sarah. Mary B. died in infancy. Austin E., Jr., born January 2, 1876, is first bookkeeper for the Bank of Portsmouth. He was united in marriage, August 6, 1901, with Helen Norfleet Foote, a daughter of Dr. George A. Foote, of Warrenton, North Carolina. Louise Andrews died in infancy. William Russell is a student in the theological seminary at Chester, Pennsylvania. Jennie Ethel, born in 1883, is living at home. Richard Clement, born in July, 1885, holds a clerical position. Myrtie Belle died in infancy.

JOHN W. BLASSINGHAM, who is engaged in general farming in Norfolk County, Virginia, is a native of Gloucester County, Virginia, and was born December 10, 1856. He is a son of J. W. Blassingham, who was born in Virginia, where he carried on general farming all his life. He died in his native State. He married Emma Dunston, and they reared the following children: Benjamin F.; George; Mary L.; John W.; James L.; and Lorena (Winfield).

John W. Blassingham was educated in the private schools of his native town, and lived at home with his parents until 1879. In 1880,

he removed to Norfolk County, and located on a farm near his present home. In 1892, he bought his home farm of 21 acres, on which he has since resided. He is engaged in general farming, and as he had a thorough training in that occupation, having helped his father on the old homestead, he is well fitted to successfully manage a farm of his own. He is held in high esteem by the rest of the farmers in Norfolk County as a man worthy of the utmost confidence.

Mr. Blassingham married Virginia Rowland, who was born in Norfolk, December 12, 1866. She is a daughter of J. H. Rowland, a farmer of Norfolk County. Mr. Blassingham and his wife are blessed with four children, namely: Lindsey; Virginia; Julia; and Fanny.

The subject of this sketch built the comfortable eight-room frame house, which stands on his farm in 1892. He is a Democrat in politics. Religiously he is a member of the Christian Church.

ROBERT EDWARD BRUCE STEWART was born at "Beechwood," Norfolk County, Virginia, July 20, 1863, and is of Scotch ancestry. He is a son of the late William Charles Stewart (who died June 29, 1865), a prominent farmer, who bore the rank of lieutenant of State Volunteers during the Mexican War, but whose command was not called into the service. On account of advanced age, he was exempt from military service during the Confederate War, but was imprisoned at Old Point by Gen. B. F. Butler for his loyalty to the South.

His mother, Catharine Matilda (Garrett) Stewart, is a daughter of the late Henry Garrett, a wealthy farmer and lumber merchant, who was for many years superintendent of the Dismal Swamp Canal.

Mr. Stewart was educated at the common schools, Suffolk Military Academy and Virginia Military Institute. After leaving school, he engaged in farming on his mother's farm at "Beechwood." At an early age, he took quite an active part in politics and was a member of the Democratic Executive Committee for several years; he was elected to the House of Delegates from Norfolk County in November, 1891. In July, 1893, he was appointed by the Secretary of the Navy as clerk to the captain of the Norfolk Navy Yard; his letter of resignation and the reply of the Governor of Virginia, which follows, is a significant testimonial of the esteem in which he was held as a member of the legislature, and the character of his work in that body.

PORTSMOUTH, VA., July 10, 1893.

HON. P. W. MCKINNEY,
Governor of Virginia.

SIR: Having accepted a position under the United States Government, I hereby tender my resignation as a member of the House of Delegates of Virginia.

Very Respectully,
R. E. B. STEWART.

COMMONWEALTH OF VIRGINIA,
GOVERNOR'S OFFICE,
RICHMOND, VA., July 11, 1893.

HON. R. E. B. STEWART,
Member of the House of Delegates,
Norfolk, Va.

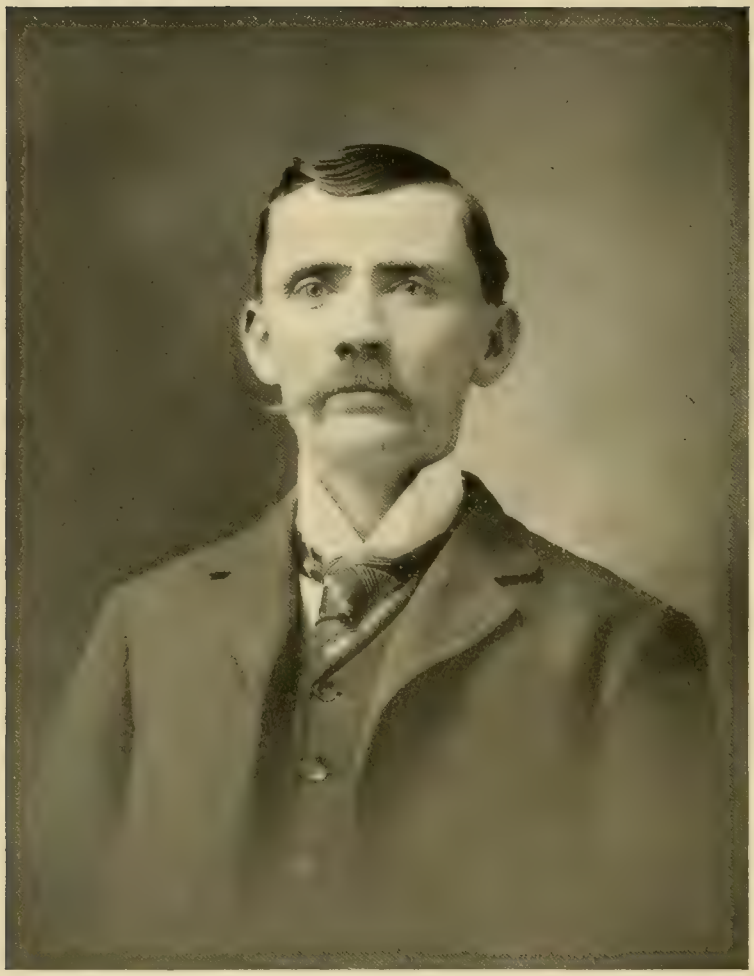
DEAR SIR:—

Your communication of the 10th instant making a tender of your resignation as a member of the House of Delegates of Virginia has just come to hand.

I am constrained most regretfully to accept your resignation. Virginia has need at all times of the services of her true and loyal sons, and in view of the vital importance of the measures likely to come up for consideration by the next General Assembly, the loss of advocates of tried ability and experience will be deeply felt. I congratulate you personally upon your appo nt-ment to an office under the Government, and hope that you will find the employment both profitable and pleasant.

Very truly yours,
P. W. MCKINNEY,
Governor of Virginia.

Mr. Stewart entered upon the duties of his new position and moved to Portsmouth, to reside. He was appointed by the Governor on April 25, 1892, a member of the Auxiliary Board of World's Fair Managers, of Virginia, from the 2nd Congressional District. He was appointed clerk of the fire board of the city of Portsmouth in July, 1899; and was a candidate



DR. LEROY LEE SAWYER.

before the Democratic primary, April 25, 1900, for the position of clerk of the courts, but was defeated. He is editor of the *Tidewater Magazine*, started in July, 1901. He is a member of the Sons of the American Revolution. He is a great-grandson of Charles Stewart, second lieutenant of the 15th and 11th Virginia regiments, Continental Line, during the American Revolution. He is a grandson of Alexander Stewart, who was a soldier of the War of 1812, and contracted a cold in the service, from which he died.

Robert Edward Bruce Stewart married Lucy Lee West on June 5, 1895, and they have one child, Nannie Elizabeth, born May 17, 1896. Mrs. Stewart's father, Leroy M. West, was a gallant Confederate soldier, who surrendered at Appomattox; he married Marion Hunter, a daughter of Jacob Hunter, who was a son of Josiah Wilson Hunter, who was a son of Jacob Hunter, who was a member of the Princess Anne County Committee of Safety in 1775, in the Revolutionary War. (*See James' Antiquary, No. 1, Part 2.*)

Mr. Stewart has two brothers,—Colonel William H. Stewart, a prominent lawyer, of Portsmouth, Virginia; and Charles A. Stewart, who is a clerk in the office of the Comptroller of the Currency at Washington, D. C. His sisters, Nannie G. and Sarah Catharine (Etheridge), are deceased.

DR. LEROY LEE SAWYER, a well-known physician, of Great Bridge, Norfolk County, Virginia, whose portrait is herewith shown, was born in Perquimans County, North Carolina, July 25, 1863. He is a son of William and Katherine (Foster) Sawyer.

William Sawyer was born December 10, 1816, in Camden County, North Carolina, and died January 13, 1892. He was a farmer by occupation and was well known in the community. He married Katherine Foster, a native of Tennessee. They reared seven children, and those living are John L.; Walter W., a Methodist minister; Charles W., a physician; Leroy Lee, the subject of this sketch, also a physician; and Willie R., a traveling salesman.

After receiving his primary education Leroy Lee Sawyer attended the University of Maryland, from which he was graduated January 16, 1890. He also passed the medical examinations in Virginia and North Carolina. Dr. Sawyer located in Centreville, where he practiced medicine for eight months, after which he moved to Great Bridge, where he has since resided. For three years he was engaged in mercantile business in that village, but has devoted most of his attention to his profession. In this he has been very successful, becoming well and favorably known in his section of the county. He is modern and progressive in his ideas, and is always interested in any new discoveries which pertain to the science of medicine.

Dr. Sawyer married Etta H. Hanbury December 23, 1891. She is a daughter of Joseph J. Hanbury, and was born at Great Bridge, Norfolk County, Virginia. They have one child living, Leroy Lee, Jr., who was born December 2, 1899. Another, Maud Lee, died June 17, 1897, aged five months and 21 days. Dr. Joseph Sawyer and his wife are members of the Methodist Church. Dr. Sawyer is a member of the Knights of Pythias, Masonic order and Seaboard Medical Society. Politically he is a Democrat.

JOHN T. KING, who has been identified with the growth and progress of Portsmouth, Norfolk County, Virginia, for many years, is engaged in both the wholesale and the retail grocery business in that city. He was born in Nansemond County, Virginia, in 1838, and at the age of 10 years removed to Portsmouth, where he has since resided.

Mr. King is interested in the large wholesale grocery business of John J. King & Company, conducted at No. 616 Crawford street, while a retail store under the management of C. W. King, a son of our subject, is carried on at the corner of Fourth and Henry streets. Mr. King is interested in both stores, but does not take an active part in the management of either. He has much cause to be thankful for his success. He has a thorough knowledge of business matters and has been interested in many public enterprises. He is vice-president of the Portsmouth Knitting Mills, to which he gives much of his attention.

Mr. King has three sons: John J., C. W. and James E. He has represented his ward in the City Council of Portsmouth.

GEORGE T. TILLEY, one of the prominent and progressive business men of Berkley, Norfolk County, Virginia, is cashier of the Merchants' & Planters' Bank of Berkley, and also conducts a large fire insurance agency, representing many of the leading companies of the United States. He is identified with numerous other enterprises and is postmaster of Berkley, taking a deep interest in all that pertains to the welfare and progress of that town. He was born in Princess Anne County, Virginia, in 1868, and is a son of Edward M. and Elizabeth (Hare) Tilley.

Edward M. Tilley was born in Bristol, Rhode Island, and removed to Norfolk directly after the close of the Confederate War. He was engaged in the lumber business and is considered one of the founders of Berkley, where he has resided for more than 30 years. He conducted the Tilley lumber yard in Berkley until 1895, when he resigned the management of the business to his eldest son. He is a wideawake, energetic, public spirited citizen, and is everywhere held in the highest esteem. He married Elizabeth Hare, who was born in New York State, and died in 1898. They were parents of the following children: William M., who is now carrying on the business established by his father; Mary E., wife of Alvah H. Martin, clerk of the County Court; Clara E., wife of John W. Jones, a contractor and builder of South Norfolk; Jennie M., wife of Foster Black, proprietor of the Chesapeake Knitting Mills of South Norfolk; and George T., the subject of this sketch.

George T. Tilley deals in real estate in addition to his fire insurance business, in Berkley and Tidewater, Virginia. His enterprise and straightforward business methods bring him a liberal patronage. He maintains an office in the Martin Building, and is the local representative of the Continental Fire Insurance Company of New York, the St. Paul Fire & Marine Insurance Company of St. Paul, Minnesota, and others equally prominent. He is largely interested in the building and loan business, being secretary of the Berkley Permanent Building & Loan Association and the Chesapeake Building Association. He has discharged the duties of cashier of the Merchants' & Planters' Bank of Berkley in a most creditable manner. He was appointed postmaster of Berkley by President McKinley in 1898, and is now acting in that capacity. He is a man of great popularity, and his business connections have been such as to bring him prominently into public notice.

Mr. Tilley was joined in matrimony with Helen S. Michie, and they are the parents of four children, namely: Thomas C.; William B.; George I.; and Helen E.

LITTLETON WALLER TAZEWELL, one of Norfolk's esteemed citizens, comes of a distinguished family, which will always live in the annals of the history of Virginia. He was born in Norfolk in 1848, and is a son of Edmund and Anne Elizabeth (Tazewell) Bradford.

His father was born in Philadelphia, Pennsylvania, in 1816, and came of a distinguished family in that State. His paternal ancestor, six generations back, was the celebrated William Bradford, who, in 1685, introduced the art of printing into the Middle Colonies of America and whose books now sell at fabulous prices. Edmund Bradford was educated in Philadelphia and at the age of 15 entered the United States Military Academy at West Point, and upon his graduation was assigned to the 4th Regiment U. S. Artillery. He served through the Indian wars in Florida and through the Mexican War, and was presented with a sword by his fellow citizens of Philadelphia for conspicuous gallantry at the taking of the city of Monterey. He resigned from the army after the Mexican War, married Anne Elizabeth Tazewell, and settled on an estate in Princess Anne County, near Norfolk. At the breaking out of the Confederate War, he entered the Confederate Army, and served until the close of the war as inspector general and as quartermaster with the rank of major. After the war, he was in the commission business for many years, finally retiring from active business. He died in 1899.

Anne Elizabeth (Tazewell) Bradford, mother of the subject of this sketch, was born in Norfolk in 1817 and died in 1899, her union with Edmund Bradford resulting in the birth of the following children: Littleton Waller; Samuel Sydney, of Fredericksburg, Virginia, who was born in 1853 and married Kate Spotswood Braxton; Edmund de Vaux, of Norfolk, born in 1856, who married Virginia Cooper; Anne Nivison, who married Richard Walke; Mary Fisher, who married William T. Burwell, now a captain in the U. S. Navy, and died in 1884; and Ella Tazewell, who after the death of her sister, Mary F., married Capt. William T. Burwell. Mrs. Bradford was a daughter of Hon. Littleton Waller Tazewell, who was descended from William Tazewell, who came to this country from England in 1715.

William Tazewell was born in Dorset County, England, in 1690. He settled on the Eastern Shore of Virginia, and there in 1721 married Sophia Harmanson, a daughter of Littleton Harmanson. William Tazewell was a lawyer, and at the time of his death, in 1752, owned a large estate. He was an Episcopalian and his descendants have clung to that faith. He left the following children: Littleton, who was born in 1728, and died in 1781; John, born in 1834 and died in 1780; Gertrude, born in 1732, who married John Stratton; and Anne, born in 1732, who first married Rev. William Nivison, and secondly, Rev. Arthur Emmerson.

Littleton Tazewell was a lawyer and a prominent man of his day. He married Mary Gray and they had two children: Henry, and a daughter who died in infancy.

Henry Tazewell, the great-grandfather of our subject, was born in 1753, and was one of the foremost men of his day in Virginia. He was a lawyer, but entered public life when quite young. He was a member of the House of Burgesses in 1775, member of the Virginia Convention of 1776, and was regularly returned a member of the House of Delegates under the new Constitution, until his elevation to the bench of the General Court, then became a member of the first Court of Appeals of Virginia and in 1795 was chosen a Senator of the United States, and was elected president of the Senate. He died in 1799 and is buried in Philadelphia. He married Dorothea Elizabeth Waller, a daughter of Benjamin Waller, of Williamsburg, Virginia, and she died about 1776, leaving two children, Littleton Waller and Sophia, who married Benjamin Taliaferro.

Littleton Waller Tazewell was born in 1774 and became a lawyer, was elected a member of the House of Delegates about 1797. In 1799 he represented the Williamsburg district in Congress. He declined re-election and came to Norfolk in 1802, and soon entered upon a large and important practice. In this year he married Anne Stratton Nivison, a

daughter of Col. John Nivison, and with the exception of a short time spent in a special session of the State Legislature, he continued the practice of law with honor and success, and though a resident of a provincial town at the same time was consulted (1819) by London merchants on the "Custom of London" and by the priests of Rome on the canon law. He was appointed by President Monroe one of the commissioners under the Florida treaty. In 1825 he was elected a Senator of the United States, and continued a Senator by re-election for a number of years. He was also a prominent member of the Virginia Convention of 1829-30. He was elected Governor of Virginia in 1834, but resigned before the expiration of his term and from that time until his death he continued in private life, having given up his law practice some time before. He died in 1860.

The children of Littleton Waller Tazewell and Anne Stratton Nivison were: Henry, who died unmarried; John Nivison, who died unmarried; Littleton Waller, who married Sarah Harris and died leaving one daughter, Sarah Nivison, who is unmarried; Louisa Nivison, who died unmarried; Sarah, who died young; Sarah A., who died unmarried; Anne Elizabeth, who married Edmund Bradford; Mary, who married Mathew Page Waller and had the following children,—Nannie T., who died young, Robert Page, who married Virginia Pelham Stuart, Littleton Waller Tazewell, now major in the U. S. Marine Corps, who married Clara Wynne, William Nivison, who married Anne Duncan, Corbin Griffith, who married Fanny M. Byrd, and Mathew Page, who died young; and Ella Wickham, youngest child of Littleton Waller Tazewell, who died unmarried.

There being no male heirs of Littleton Waller Tazewell bearing his name, his grandson, Littleton Waller Tazewell Bradford, son of his daughter, Anne Elizabeth (Tazewell) Bradford, had his surname changed to Tazewell by order of court.

The subject of this sketch was educated in the Norfolk schools, at the Virginia Military Institute and at the University of Virginia. He was for some years a member of the firm of Evans, Burwell & Tazewell, wholesale grain dealers and extensive importers, but is not now in active business. Mr. Tazewell married Mary Louisa Walke, daughter of Richard Walke and Mary Diana Talbot, his wife, both being descended from old Virginia families. They have three children: Littleton Waller, Jr., Calvert Walke and Edmund Bradford.

CAPT. GOODSON MILLER, who is the oldest pilot in the service of the Norfolk Company Ferries, was born in Norfolk County, Virginia, December 26, 1842. He is a son of Lindsay and Martha J. (Camp) Miller.

Lindsay Miller was born in Virginia, and his wife was a native of Gloucester County, this State. The husband was a ship-carpenter, and followed that occupation all his life. He died at the age of 50 years, and his wife died at the age of 68 years. They had six children, three of whom are now living, namely: James W., of Baltimore; Goodson; and George W., of Atlantic City Ward, Norfolk.

Capt. Goodson Miller grew to manhood in Gloucester County, Virginia, and attended the schools of that county. He has devoted his life to the vocation of a mariner. As a boy, he first served as cook on the schooner "John Francis," which was owned by James Arrington and John Crittenden. He left their employ to engage in the oyster business in Maryland, and later in Virginia. When the war began, he enlisted in the Gloucester Greys, a body of infantry under Colonel Page, who had served in the Mexican War. The subject of this sketch enlisted in 1861, in Company F, 26th Regiment Virginia Infantry, and was in the surrender at Appomattox Court House, in 1865. He received a serious wound while at



NATHANIEL BEAMAN.

Petersburg. At the close of the war, Captain Miller returned to Gloucester, Virginia, where he again engaged in the oyster business. In that he continued until 1868, when he went to Gloucester, Massachusetts, and engaged in mackerel fishing. He continued in that line for four seasons, when he again returned to Gloucester, Virginia. He entered into the oyster business, in which he remained until 1873. He then became master on the steamer "Union," a ferry-boat, which ran between Norfolk and Berkley. This craft was leased by Berkley and Jackson, and Captain Miller was master on that line until 1875. He next shipped on the ferry-boat "Elizabeth," in the employ of the Norfolk County Ferries, where he has continued up to the present time. He has the distinction of being the oldest pilot in the employ of the company, and has a wide reputation among seafaring men.

Captain Miller was married, November 24, 1869, to Louisiana H. Teagle, who was born in Gloucester County, Virginia, March 7, 1849. She is a daughter of Thomas and Elizabeth Teagle. The Captain and his wife are the parents of the following children, namely: Kenneth G., who was born November 9, 1877; Lulu M., born January 30, 1880; Lindsay E. and Claudius E., deceased; and Vera L., who died in infancy.

Captain Miller has met with much success in his career as a seaman, and has won much praise from those who are above him in office. He has many warm friends in Norfolk and its vicinity.

JOHN F. BLACKWELL, A. M. This gentleman is the efficient principal of Norfolk Academy, which is located in Norfolk, Virginia. He was born in Norfolk, and is a son of Rev. John D. Blackwell, who served as pastor of two Methodist churches in Norfolk, and one in Portsmouth.

Mr. Blackwell was reared in Fauquier County, Virginia. After graduating from Bethiel Military Academy in 1877, he entered Randolph-Macon College, from which he was graduated, in 1881, with the degree of A. M. He then taught school for two years, after which he entered the Johns Hopkins University, where he took a post-graduate course. He later took up his chosen vocation, that of teaching, was made assistant principal of the Norfolk Academy, and continued thus until 1899. In that year, his splendid ability being recognized, Mr. Blackwell was elected to the position of principal of that institution, and has served most efficiently as such ever since. He takes great pride in making this academy the best preparatory school in the State, and it is attended by the sons of many of the most prominent men of Virginia.

Mr. Blackwell is a man of scholarly attainments, a good disciplinarian, and thoroughly competent to take charge of such a large institution. He is considered one of the foremost educators of Virginia, having won an enviable reputation as such throughout the State.

NATHANIEL BEAMAN, present mayor of Norfolk, Virginia, whose portrait is shown on the opposite page, is one of the most substantial and influential business men of the city. He is president of the National Bank of Commerce, and of the Norfolk Storage Company, and is closely identified with many other flourishing enterprises. As mayor, he is giving the city a conservative, business-like administration, which is meeting wth the heartiest approval, not only of his constituents, but the citizens in general, regardless of party affiliations.

Mr. Beaman was born at Murfreesboro, North Carolina, February 10, 1859, and comes of a distinguished Southern family. He obtained his intellectual training in the schools of his native town; thinking that the larger

city of Norfolk afforded greater opportunities for success in business, he moved there in 1879. He established a wholesale grocery house, and was successfully engaged in that line of business until 1892, when he was made president of the Bank of Commerce, an official position he has since maintained. Under the management of Mr. Beaman, the bank, in 1897, increased its capital to $200,000, and recently, to $500,000, making it now the largest banking institution in Tidewater Virginia. He also became president of the Norfolk Storage Company and is interested in a number of other enterprises. Although always having the success of the Democratic party at heart, he did not take an active part in politics until 1898, when he was importuned to become the party candidate for alderman from the Third Ward, and accepted. His election followed, and owing to his great knowledge of financial matters he was made chairman of the finance committee. The welfare of the city was ever foremost in his mind, and through the recommendations of this committee many reforms were wrought by the City Council. During his chairmanship the bonds of the city were placed on a four per cent. basis, which alone saved Norfolk thousands of dollars annually. Without increasing its tax rate, the streets of the city were improved and paved, a new filtering plant was added to the City Water Works at a cost of $2,500 and the obnoxious old toll bridges were replaced by substantial iron structures. A number of new free school buildings were also erected, and marked improvements in every way were brought about. His work in the council was duly recognized by the citizens of Norfolk, and at the election held in 1901 Mr. Beaman was chosen mayor unanimously by the council, upon the resignation of Mr. Johnston in the spring of 1901. He is wisely following out the same policy that he adopted when councilman and is bringing about many desirable changes in the city affairs.

On October 19, 1887, Mr. Beaman was united in marriage to Katherine Prentis, of Suffolk, the daughter of the late Robert R. Prentis, and a sister of Judge Robert R. Prentis, present judge of the Circuit Court of this district. Mr. and Mrs. Beaman have three children: Sallie, Robert P. and Nathaniel, Jr. Mr. and Mrs. Beaman attend Christ Protestant Episcopal Church, of which Mrs. Beaman is a member.

JAMES H. TOOMER, cashier of the Merchants' & Farmers' Bank, and a prominent citizen of Norfolk, comes of a family well known in Norfolk County, the seat of its activities for many years. Mr. Toomer was born in Portsmouth and was reared and educated there. Prior to the Confederate War he was an officer in the United States Coast Survey, and during the war, he was a captain in the Corps of Engineers, Confederate States Army. He served throughout the war, and shortly afterward applied himself to the banking business, to which he has devoted his entire time.

The Merchants' & Farmers' Bank was incorporated under the laws of Virginia, the date of its organization being December 1, 1885. The present officers were then elected, as follows: John T. Griffin, president; James H. Toomer, cashier; and W. G. Maupin, Jr., assistant cashier. The directors are John T. Griffin, Joseph A. Parker, Wright B. Carney, James T. Borum, George L. Neville, Henry Kirn, R. C. Marshall, T. J. Barlow, S. P. Oast, J. S. Crawford and James H. Toomer. This institution was first located on the corner of High and Crawford streets, but the volume of its business transactions increased with such rapidity that it was forced to seek larger quarters after an existence of but two years, and located in the Kirn Building, on High and Middle streets. The bank remained in this building until it moved into its new building,

which was begun in 1900, and first occupied by the bank January 19, 1901. The building is of three stories, is built of brick and stone, and is modern in its arrangement and conveniences. The ground floor is occupied exclusively by the bank, and the upper floors are devoted to office purposes. The capital stock of the bank is $51,500.00, and the surplus and undivided profits amount to $107,141.20. It is one of the most stable financial institutions of the country, by reason of the methods employed by the president and cashier, to whom much credit is given for the conditions that exist.

On the left bank of New Mill Creek, about two miles from where it flows into the Southern Branch of the Elizabeth River, stands one of the oldest houses in Norfolk County. Over the door, an inscription, which is still remarkably distinct and legible, shows that the house was built in 1744 by Willis Wilkins. A picture of this house is shown on Page 24 of this book. It is of two stories, with a Dutch roof, and is built, according to traditions, of brick brought from England, laid alternately, one, red and the next, blue. The courses are laid with is called the "Flemish" bond. A wing on the end and a porch on the east side have been added to the house in recent years, but in olden times, it was said, there were two wings, or L's, attached to it. These have long since been torn down and no vestige of them can now be seen. Like all colonial houses, many interesting stories and incidents, some sad and pathetic, others gay and humorous, are connected with this old house of Willis Wilkins. The grandmother of Captain Toomer, Sally Owens, who was born in this house in 1772, and was the granddaughter of Willis Wilkins, used frequently to speak of it as she remembered it in earlier days. At that time the creek flowed directly in front of the house, about 25 yards distant, with a width of clear water perhaps 150 yards across. After passing the house it changed its course somewhat, so that from the front veranda, a broad expanse of water in front and a stretch of nearly half a mile down the creek, gave a pleasing variety to the view of oaks, beeches, etc., which bordered it, and almost surrounded the house. Surely it was "beautiful for situation." A magnificent beech still stands in the yard near the house, which, when the sun is at meridian, shades nearly a quarter of an acre of ground. From the yard in the rear of the house, runs a lane about a quarter of a mile long, to the main road from Deep Creek village to Great Bridge. This lane was said to have been lined with cedar trees, all the way from the house to the main road. It was down this lane that Sally Owens, as a wild young girl, started her horse at full gallop, in a race with some of her companions. The horse became unmanageable, and leaping the gate opening into the yard, threw her violently to the ground, and left her senseless for many hours.

It was down this lane too, as a little girl, four or five years of age, that she saw the coming of the red-coats to the house, when this part of the country was occupied by the British during the Revolutionary War. Standing in the door, she was watching, with great curiosity, the soldiers in their bright uniforms, as they marched down the road. As one of them, proceeding more rapidly than the rest, hastened to the yard gate and raised the latch to open it, her little heart was filled with fear, and, running back, she hid herself in a closet in her room. Following quickly, the tall grenadier flung the door wide open, and seeing the poor little child crouching and trembling in the corner of the closet, muttered,—"poor little thing,"—and left her to recover from her fright as best she could, while he and his comrades proceeded to ransack the house and possess themselves of such valuables as excited their cupidity.

Many such as these were the incident connected with this old house, where Sally Owens spent her youthful days. She loved to recall these incidents and relate them to her grandchildren. Many years have passed since she was laid at rest, and most of the old stories

she used to tell linger but faintly in the memories of her descendants, but there still stands the old house with its quaintness, to suggest to the imagination the people who once dwelt within its walls, and the scenes in which these people acted their different parts.

J. L. BILISOLY is cashier of the Bank of Portsmouth, reputed to be the strongest financial institution of Portsmouth. This bank was organized on February 9, 1867, with a capital stock of $51,000, which, on October 15, 1889, was increased to $100,000. It has the largest business in the city in point of collections and deposits, the latter amounting to more than $600,000. It was at first located opposite to the building which it now occupies. The present lot was purchased, and the building erected which is now its quarters. The bank was founded by Joseph Bourke, Maj. George W. Grice, W. W. Davis and W. H. H. Hodges,—the first officers being Mr. Grice, president; Mr. Hodges, cashier; and E. Alexander Hatton, 2nd cashier. Mr. Bilisoly has been identified with this institution since 1883, and has served as cashier since October, 1889. The other officers are,—Hon. Legh R. Watts, president; and S. Dawson Maupin, assistant cashier.

Mr. Bilisoly was born at Portsmouth, Virginia, October 27, 1840, and is a son of Joseph A. Bilisoly, and grandson of Antonius Sylvester Bilisoly, who was born at Ajaccio, Corsica, France. The last named came to this country with Count DeGrasse, and is buried in the vault of the St. Paul's Roman Catholic Church at Portsmouth. He was in partnership with his father-in-law, Bartholomew Accimelly, in the ship-building business at Portsmouth, on the wharf between High and King streets. They carried on the business until about 1817, when Mr. Bilisoly applied himself to mercantile pursuits. He retired in 1833, and died in 1845, at the age of 87 years.

Joseph A. Bilisoly, father of J. L., was born December 4, 1799, at Norfolk, Virginia, and was taken, when an infant, to Portsmouth, in 1800. In 1828 he went to Mexico, where he remained until 1833. He then returned to Portsmouth and bought out his father's business, which he conducted until 1862. He then lived in retirement until his death, December 15, 1880, at the age of 81 years. He was joined in marriage in April, 1822, with Eliza Ann Benson, who was born at Portsmouth in 1804, and died in 1895. Her grandfather was a soldier in the Revolutionary War. Her father came to this country from County Down, Ireland, in 1783. Mr. and Mrs. Bilisoly had 11 children, one of whom died in 1855. Ten grew to maturity and were married, and eight are living at the present time.

Prior to engaging in the banking business, J. L. Bilisoly acted as cashier for the Norfolk & Southern Seaboard Air Line, and Atlantic Coast railroads, having followed railroad work for years in many capacities. He was a member of the Old Dominion Guard, which he joined in April, 1857, and continued with them until the battle of Gettysburg, when he became sergeant-major of the regiment. He was called to the headquarters of General George E. Pickett, and appointed hospital steward, with M. M. Lewis as medical director. At the close of the war he returned home, riding from Appomattox Court House to Portsmouth astride a mule.

In addition to the banking business, he is identified with various other interests of Portsmouth, being president of the Portsmouth Land, Improvement & Promotion Company; secretary and treasurer of the Portsmouth Electric & Gas Company; a director, as well as cashier of the Bank of Portsmouth; a director of the Portsmouth Star Publishing Company; chairman of trustees of the Roval Arcanum; treasurer of the People's Lot Club; treasurer of the Catholic Knights of America; treasurer of St. Paul's Church that is being built, which



COL. GEORGE W. TAYLOR.

will cost, when completed, upwards of $100,000. He is a member of the Catholic Church, and is colonel commanding Stonewall Camp, Confederate Veterans.

March 10, 1862, Mr. Bilisoly was united in marriage with Mary E. Bourke, a daughter of Joseph Bourke, who was a merchant from 1836 until his death. Five children blessed this union, as follows: Walter L., who resides with his family at Park View, and is in business for himself in Norfolk; F. Nash, who conducts a fine dairy farm near Portsmouth, and is quite active, politically, having held several offices; Lorena; Adele Virginia; and Louvel A., who acts as clerk for his brother.

COL. GEORGE W. TAYLOR, who has attained a high degree of success in business and has been prominently identified with the affairs of Norfolk, comes of an old and honored family of Norfolk County. He was born in Norfolk, Virginia, in 1853, and is a son of Walter H. Taylor.

Walter H. Taylor, who was a prominent importer, was born in Norfolk City, and died with yellow fever in 1855. He married Cornelia Cowdery, who was born in Norfolk and was a daughter of Jonathan Cowdery, a surgeon in the United States Navy, who died September 19, 1899, at the age of 89 years. Mr. and Mrs. Taylor became the parents of 10 children, as follows: Maj. R. C., a merchant, of Norfolk; Colonel Walter H., president of the Marine Bank of Norfolk; Robertson, a coffee importer, of Baltimore, Maryland; John C., a merchant of Norfolk; L. Page, clerk in the Marine Bank, of Norfolk; Wickham, who died in April, 1894; George W.; Mary Louisa, of Norfolk; Cornelia, wife of B. P. Loyall, of Norfolk; and Margaret, wife of H. C. Whitehead, who is treasurer of the Norfolk City Railway Company.

George W. Taylor attended school at Norfolk and then took a course of study in the Virginia Military Institute, from which he was graduated. He then taught school in the country and in the Norfolk public schools, of which he became superintendent. Prior to becoming superintendent of the schools, he served as clerk for the Merchants' & Miners' Transportation Company, and in 1879 established the firm of George W. Taylor & Company, dealers in coal and ice. He has frequently been called upon to serve in public office, and has invariably acquitted himself with credit and to the entire satisfaction of all concerned. He has been a member of the City Council several terms, a member of the board of police commissioners one term; and a member of the election board for several years, finally resigning. He is now rendering efficient service as a member of the Board of Harbor Commissioners. During the Spanish-American War he served as colonel of the 4th Regiment, Virginia Infantry, U. S. Volunteers.

In 1882 Colonel Taylor was united in marriage with Elizabeth Higgins, who was born in Norfolk, Virginia, in 1863, and is a daughter of John and Margaret Higgins. Four children were born to them, as follows: Margaret de Bree; Bayne; Eliza A., who died in infancy; and George de Bree. Religiously they are members of Christ Protestant Episcopal Church. Fraternally Mr. Taylor is a member of the Royal Arcanum. He has always been a stanch supporter of the principles of the Democratic party. His portrait appears on another page of this book.

THOMAS DUNN is a veteran of the Confederate War, and for a number of years has been a machinist with the Seaboard Air Line Company. He was born in Portsmouth, Norfolk County, Virginia, October 1, 1846, of Scotch descent. He is a son of Thomas G. and Maria (Lloyd) Dunn. His father was a seaman.

J. Thomas Dunn was but 15 years old when he left the public schools to enlist in the Confederate service. On account of his age, he was twice refused. On March 4, 1862, he enlisted in the Norfolk County Rifle Patriots, which was first organized in 1860, and did fine service throughout the war. Mr. Dunn accompanied the regiment from the Navy Yard to Sewell's Point, in March, 1862, where it became Company F, of the 41st Regiment Virginia Infantry, and was subsequently assigned to Mahone's Brigade. He witnessed the famous battle between the "Virginia" and the "Monitor," but the first engagemnt in which he participated was at Seven Pines, where Company F distinguished itself for bravery. He also took part in the the Seven Days battle before Richmond, in the engagements at Malvern Hill, Fredericksburg, Chancellorsville, Gettysburg, Spottsylvania Court House, the Wilderness, Cold Harbor, the Crater, and Yellow Tavern. He was twice captured,—first at Strasburg, in 1864, and secondly, at Yellow Tavern, being held at Lookout until May, 1865. He was the youngest regular soldier in his regiment, and was not yet 19 years old when the war closed.

Mr. Dunn had but a limited education, as his school career was abandoned at the opening of the war. He perfected himself as a machinist, and has continued in that line of business ever since. He was foreman of the Seaboard Air Line shops for a number of years, and is still in that road's employ. He married Mary E. Ballentine, a daughter of Charles Ballentine, and they have four children.

William H. Dunn, Mr. Dunn's oldest son, served 10 years in the State militia, in which he held the office of lieutenant. He was also a lieutenant in the Old Dominion Guards during the Spanish-American War. E. C. Dunn, another son, who is a machinist with the Seaboard Air Line Company, married Effie Garris, of North Carolina, and they have one daughter,—Stella. Mary Elizabeth Dunn, a daughter, married G. Hope Thompkins, who is paymaster of the Aetna Iron Works; they have two sons,—John and Thomas, who live in Portsmouth. Sarah C. Dunn, another daughter, married Kemper Hankins, assistant agent of the New York, Philadelphia & Norfolk Railroad; they have one son, whose name is Kemper.

J. Thomas Dunn has always been active in political, fraternal and social affairs in Portsmouth. He served in the City Council one term, on the School Board for three terms, and was registrar of the Third Ward for three terms. He is a charter member, and adjutant, of Stonewall Camp, Confederate Veterans, and has served as such since 1890. He is trustee and treasurer of Grice Lodge, No. 83, I. O. O. F., and was chief of the board of organizers of Seaside Lodge No. 80, Knights of Pythias, of which lodge he was the first representative. He is also a member of the International Association of Machinists. He has a pleasant home on Prentis avenue, in Portsmouth, where he is surrounded by a host of warm friends.

JAMES W. ALEXANDER, deceased. For many years this gentleman occupied a place among the leading business men of Portsmouth, Norfolk County, Virginia, and was engaged in the tin, copper and plumbing business. He was born in Washington, D. C., and was a son of James and Ann (Waller) Alexander.

James Alexander removed to Portsmouth with his family in 1840. There he conducted a hotel for many years, and was one of the most prominent citizens of that place. His hotel was located on High street, and there he entertained such guests as Henry Clay, and other distinguished men. He was an active member of the Whig party. His home was in the suburbs, or at that time in the country, the land being bought later by the Perrys. Five children resulted from his union with Ann Waller, who was a native of Stafford, Vir-

ginia, of whom but two are living, namely: Mrs. Louisa Noel, who lives on Dinwiddie street in Portsmouth, and William H., who is also a resident of Portsmouth.

James W. Alexander removed with his parents, in 1840, to Portsmouth, where he continued to live until his death. In 1863 he entered the tin, copper and plumbing business, which he carried on extensively for a number of years. He died in 1883, aged 49 years, and his death was greatly mourned in the community. He was a man of honor and integrity, charitable and kind to all, and his many lovable traits of character and open business methods made many warm friends.

Mr. Alexander was married, in 1862, to Alice Montague, who was born in Portsmouth. She is a daughter of Richard T. and Mary (Hobday) Montague. Richard T. Montague was born in Middlesex County, Virginia, and was a cousin of ex-Lieut.-Gov. Robert Montague. His wife, Mary Hobday Montague, was born in Gloucester, Virginia. To Mr. and Mrs. Alexander six children were born, namely: James E., a plumber of Portsmouth; Mary F. (Brownley), of Portsmouth; Henrietta (McLean), of Portsmouth; Richard A., a joiner by trade; E. W., who is employed on the Seaboard Air Line; and Arthur C. The Alexander homestead, which has been occupied by the family for 32 years, is located at No. 331 Fourth street, Portsmouth. Mr. Alexander was a member of the Knights of Honor and the Knights of Pythias. His wife is an active worker in the Trinity Methodist Episcopal Church, and Mr. Alexander was for a number of years a steward in the church.

CHARLES R. NASH, a well-known citizen of Portsmouth, Virginia, is a dealer in coal and ice and has an extensive establishment in the city. He was born at the old family home at the corner of London and Middle streets, Portsmouth, and is a son of John Nash.

Mr. Nash traces his lineage back to Thomas and Annie Nash, who settled in Norfolk County as early as 1661, bringing with them from England, their native place, three children and four white servants. Upon coming to this county, they bought 480 acres of land on the Western Branch, which was later exchanged for a heavily-timbered tract on the Southern Branch in St. Bride's Parish. The members of the family were large planters for many generations. The grandfather of Charles R. Nash was a magistrate of Norfolk County for many years, having served as such from the age of 21 years until his death.

John Nash, father of the subject of this sketch, as born in St. Bride's Parish, Norfolk County, Virginia. He was a grocer throughout his entire business career, and was also engaged in the heavy-lumber business, supplying the United States government. He was mayor of Portsmouth in 1862, when the city was turned over to the Federals. He served as magistrate of Portsmouth and Norfolk County until his death, June 24, 1884, at the age of 79 years. His first wife was Elizabeth Edwards, by whom he had four children, namely: Thomas E., John, Virginius W., and Mary Susan, all deceased. He afterward married the widow of Dr. Woodley, whose maiden name was Nancy Collins, and who was born in Portsmouth. They became the parents of five children, as follows: Sarah L., widow of R. G. Hume, deceased; Annie C.; William C.; Charles R. and Farley P. In 1824, when the Marquis de La Fayette visited Portsmouth, Mrs. Nash received him and presented him with a bouquet,—she being then about 13 years of age. Her address in making the presentation is as follows: "General, your love of liberty, your disinterested labor for the independence of these United States, endears you to our fathers and mothers, whose recapitulation of your valor, and of your friendship for our beloved Washington, has awakened in our young hearts feelings of gratitude which we cannot express. Be so kind, sir, as to receive

from our hands this wreath. We wish it to express our most unfeigned respect for your heroism, your regard for our country, and for us the happy people of our Union." On June 9, 1890, a tablet was placed at the corner of High and Crawford streets in commemoration of the event of 1824. The address in that year made by Mrs. Nash was repeated by that lady's granddaughter, Rebecca Coke Nash, and she also repeated the poem. The entire body of Lancaster school girls then recited the following poem in concert:

It is a maxim of our school,
And certainly a golden rule,
That nothing is without grace
If only in its proper place;
And where is ours on this free day
When all come on in grand array;
To welcome one where should we be,
But here to show ourselves to thee.
The Nation's guests, the Nation's joy
And dear to every girl and boy;
Whose name we never shall forget,
The great and gentle LaFayette.

Mrs. Nash lived to reach the advanced age of 90 years. She died September 12, 1898, having had comparatively no sickness or ailments until a few days prior to her death.

Charles R. Nash received his scholastic training in the schools of Portsmouth, under C. T. Phillips, now clerk of the court. He was first engaged for six years as clerk for a wholesale commission house at Norfolk, and then, in 1878, he embarked in the ice business. He has an ice office and store-house, located on Queen street, and another building of the same size on the opposite side of the street. He established the coal branch of his business in 1894; it occupies a building facing on Crawford street. He has room for about 1,600 tons of coal, runs three teams, and employs a number of people. He enjoys a high class of trade, and is highly thought of by his fellow citizens. Mr. Nash has been identified with numerous other enterprises. He is vice-president and a director of the Portsmouth Gas Company, and a director of the People's Bank, in the establishment of which he was one of the prime movers. He is a member of the City Council, and since 1885 has been a justice of the peace. He married Rebecca F. Marshall, of Fauquier County, Virginia, great-granddaughter of Chief Justice Marshall. Four daughters were born to bless this union, namely: Rebecca Coke, who was born in 1880; Nancy Collins; Florence Hibbett; and Mary Byrd Marshall. Religiously Mr. Nash is a member of Trinity Protestant Episcopal Church, of which he was a vestryman for about 10 years.

ELMER F. WHEELER, who is captain of the steamer "Ocean View," and a resident of Norfolk, Norfolk County, Virginia, was born in that city in 1872. He is a son of Charles and Elizabeth Wheeler, the former being a native of New York, and the latter a native of Georgetown, D. C.

Charles Wheeler was a boatman, and during the war, a blockade runner. He was a member of the Home Guards of Norfolk. His death occurred just two months before his son, Elmer F., was born. His wife died at the age of 67 years. They were members of the Catholic Church. Eight children were born to them, of whom they reared five, as follows: Joseph, who died at the age of 35 years; William J., who is a printer, with W. T. Barron & Company of Norfolk; Charles, who is a tinner of Atlantic City Ward, Norfolk; Mary, who married Capt. J. L. Cherry of the tug "Helen," of Philadelphia, and is now living in Atlantic City Ward, Norfolk; and Elmer F., whose name heads these lines.

Elmer F. Wheeler attended private schools and St. John's Academy, at Norfolk. After leaving school, he followed steamboating, for two years and was then an apprentice in the *Norfolk Landmark* office, for two years. He then returned to steamboating, as captain of the "Major," and was later captain of the tug "Willard." He was made mate of the "Ocean



CAPT. JAMES W. McCARRICK.

View," and later was appointed captain of that vessel, a position he has continued to fill with much efficiency for the past four years.

Captain Wheeler was married, in 1898, to Maggie C. Lanigan, a daughter of T. P. and Margaret Lanigan, born in Norfolk in 1875. They have one child, Elmer F., who was born in December, 1899. Captain Wheeler and his wife are members of St. Mary's Roman Catholic Church. The Captain is a member of the Masters and Pilots of Steam Vessels Association, Progressive Harbor, No. 9. He is also a member of the Emerald Beneficial Association and the Knights of Columbus.

WILLIAM W. HARRIS is superintendent of the Gilmerton mills of the John L. Roper Lumber Company. He was born January 10, 1861, and is a son of W. B. Harris, who was born in Virginia. His father married Jennie Henderson, who was born in North Carolina, and the subject hereof was the only issue of this union.

After receiving his mental training in the public schools, Mr. Harris engaged in the milling business, in which he first worked for Tilley Brothers. He was then in the employ of the Johnson Lumber Company for a period of 12 years, as mill-man. He became identified with the John L. Roper Lumber Company in 1896, was superintendent of the Gilmerton plant, and has since occupied that position. He is a man of good business ability and is capable in the management of his affairs. He occupies a high place in the esteem of his employers, as well as of the men under his charge.

In 1882, Mr. Harris was united in marriage with Martha Bernard, a daughter of Dr. R. S. Bernard, a prominent resident of Berkley, Virginia, and they have five children, as follows: Bernard; Henderson; Raymond; Martha; and Catherine. Politically, the subject of this sketch is a Democrat. He is a member of the Masonic order. Religiously, he belongs to the Methodist Episcopal Church.

CAPT. JAMES W. McCARRICK, a prominent citizen of Norfolk, and general Southern agent for the Clyde Steamship Company, was born in Norfolk June 22, 1843.

His father, Patrick McCarrick, who came to America from Ireland when a boy, had a notable record in the service of the Confederate States. His active business career after the war was spent in the service of the Old Dominion Steamship Company, in command of several of its vessels. During the war he first served as master in the North Carolina Navy, and was later commissioned a lieutenant in the Confederate States navy. He commanded the steamer "Sea Bird," the flag-ship of Commodore Lynch, when that vessel was sunk at Elizabeth City, North Carolina, and with the entire crew was captured by Admiral Rowan, U. S. Navy. After being exchanged, he was detailed as one of the officers of the Canadian Expedition for the relief of prisoners at Johnson's Island, and upon the failure of that enterprise through betrayal he ran the blockade with the celebrated Capt. John Wilkinson. He also commanded the steamer "Winslow" when she rescued the crew of the French corvette "Prony," for which he was officially thanked by the French government. The "Winslow" was lost in making this rescue.

Capt. James W. McCarrick, whose name heads this sketch, was educated at Mount St. Mary's College and at Georgetown College, leaving the latter institution early in 1861 to enlist with the Norfolk Juniors, of the 12th Virginia Regiment, commanded by Gen. William Mahone. He was one of the 25 volunteers from that company that manned one of the

guns which repelled the attack of the Federal steamer "Monticello," upon the Confederate batteries at Sewell's Point. Soon after this, he received an appointment as master's mate in the North Carolina Navy, and was assigned to the steamer "Winslow" at Hatteras Inlet. He participated in the capture of merchant vessels along the coast of North Carolina. After being transferred to the Confederate Navy, his first action was upon the "Sea Bird," under Commodore Lynch, in cutting out a Federal schooner from under the guns of the Federal fleet in Hampton Roads, and successfully bringing her into Norfolk, although pursued by four Federal gunboats. He participated in the action at Roanoke Island, where a few improvised gunboats held Burnside's fleet in check all day. Later, in the engagement at Elizabeth City, he was wounded and captured on the sinking steamer "Sea Bird," by Captain Flusser, of the Federal fleet. Being paroled under the "Wool cartel," he returned to Norfolk, and from the Naval Hospital witnessed the "Virginia" going down the river to attack the "Cumberland" and "Congress," attended by a number of small gunboats. Upon one of these was his friend, Midshipman Charles K. Mallory, whom Captain McCarrick hailed and begged that he bring back a Federal officer for whom he might be exchanged. It happened that Midshipman Mallory was one of the officers detailed to remove the prisoners from the "Congress," and he did bring back an officer in safety, for whom McCarrick was exchanged. He was then promoted to be master and assigned to the navy yard at Selma, Alabama. Subsequently he was attached to the iron-clad "Tuscaloosa," in Mobile Bay. From there he was sent by Admiral Buchanan to Jackson, Mississippi, to receive some guns that had been captured by Gen. Wirt Adams on the Big Black River. After returning from this expedition, he was sent with orders from the Secretary of War to select men for the Mobile fleet from the commands of Generals Loring and Pope at Demopolis, Alabama. During the naval operations in Mobile Bay he was on the steamer "Baltic," in charge of the forward division and was subsequently ordered to the flag-ship "Tennessee," but being taken sick was sent on shore to the hospital, just in time to escape the capture of the "Tennessee" by Farragut. After his recovery he served upon the gunboat "Macon," guarding the ferries of the Savannah River against Sherman's advance. In his service he participated in several encounters with troops and light batteries. He was afterward detailed to command a battery at Shell Bluff, where he remained until the close of the war.

After the close of the war he became agent for the Atlantic Coast Mail Steamship Company at Portsmouth, and continued as the Portsmouth agent after the company was absorbed by what is now the Old Dominion Steamship Company, and until he was tendered and accepted a position as general claim agent of the Seaboard Air Line, Atlantic Coast Line and Piedmont Air Line, with headquarters in Portsmouth. This Captain McCarrick resigned in 1875 to accept the general Southern agency of the Clyde Steamship Company, a position he has retained up to the present time. His portrait accompanies this sketch, being presented on a page in proximity to this.

JONATHAN H. JACOCKS, who has been a prominent resident of Norfolk County, Virginia, for many years, makes his home in Berkley. He was born at Nag's Head, North Carolina, August 7, 1841, and is a son of Jonathan Hill and Grizzelle Pointer (Copeland) Jacocks, natives of the old Tar-Heel State.

Jonathan H. Jacocks, Sr., was a farmer of North Carolina and took an active interest in all that pertained to the welfare of his State and country. In those early days, he was a

Whig and represented his county in the State Legislature several terms. He was a very prominent man and was also called upon to serve as a member of the Constitutional Convention. He was known as General Jacocks, by reason of his rank in the State militia. He was very active in the work of the Episcopal Church, and although it was about 18 miles distant, he was a regular attendant. He and his wife became parents of six children, of whom two survive, namely: Jonathan H. and Grizzelle Emily, wife of E. A. Lee, who resides in North Carolina.

Jonathan H. Jacocks, the subject of this biography, was a pupil in academy at Elizabeth City, and in various other schools. He attended the Horner School at Oxford, and finished his educational training in the University of Virginia. After leaving the University he returned home and enlisted in the Confederate service. He was taken prisoner at Roanoke Island, and after an incarceration of two weeks was paroled. He was in the service for a period of three and a half years, and served with gallantry and honor. At the close of the war, he engaged in farming in North Carolina and so continued until January, 1882, when he removed to Berkley, Virginia, where he has since resided. He was first engaged in the real-estate business, and then was in the commission business in Norfolk for two years, since which time he has engaged in his present line. He has served as councilman in Berkley for over five years, having resigned that office in 1901. He is now a member of the Board of Harbor Commissioners, in which capacity he has rendered excellent service. He owns two small farms, but rents both. He is a stockholder and director in the Merchants' & Planters' Bank of Berkley, a trustee in the Berkley Permanent Building & Loan Association, and a director and trustee of the Chesapeake Building & Loan Association.

In 1871, Mr. Jacocks was joined in marriage with Mary Kate Harrell, a native of Gates County, North Carolina, and a daughter of Samuel R. and Elizabeth Harrell. They are parents of seven children, four of whom are living, namely: Grizzelle; Henry M.; Jonathan W.; and Estelle A. Henry M. graduated from college in 1900 at Blacksburg, and took a post-graduate course in mechanical engineering and mining in the same institution. He is now with the Mathieson Alkali Works, at Saltville, Virginia. Jonathan W. graduated from the college at Blacksburg in 1900, and took a post-graduate course in chemistry. He is now with the Woodstock Iron Works at Anniston, Alabama. Mr. Jacocks is a member of the Episcopal Church, whilst his wife is a member of the Methodist Episcopal Church, South. Fraternally, the former is a member of Lee Lodge No. 48, K. of P., in which he is master of the exchequer.

JAMES FOLEY MAUPIN, general forwarding agent at Norfolk of the Atlantic Coast Line, was born in Portsmouth, Virginia, March 23, 1849, and is a son of William Gabriel and Anna (Foley) Maupin. He is descended from an old Huguenot family of the same name.

The earliest ancestor in this country was Gabriel Maupin, a Huguenot, who, because of persecution in France, came to this country in the ship "Nassau," accompanied by his wife and three children, and located in the Maniken Settlement near Williamsburg, Virginia. The name Gabriel has been transmitted from father to son through six generations, and is now borne by a son of the subject hereof, who is 12 years of age. The great-grandfather of James F. Maupin, Gabriel Maupin, was in command of the Powder Horn at Williamsburg during the Revolutionary War, and subsequently received a grant of 4,000 acres of land in Kentucky. The grandfather, Dr. George Washington Maupin, was a surgeon in the United States Army and for many years was stationed at Fortress Monroe. He was married at Portsmouth to Ann Moffatt, of Portsmouth, her

father having come to this country from England. They reared three children, namely: Ann Eliza, who married Dr. Edward M. Watts, father of Judge Legh R. Watts, of Portsmouth; William Gabriel; and Dr. George W. O. Maupin, deceased, father of Dr. George W. O. Maupin, of Portsmouth.

William Gabriel Maupin was born and lived in Portsmouth, where he was engaged in business pursuits, and was for several consecutive terms city treasurer, a member of the City Council, a magistrate and member of the police board. Being physically unfit for military duty, he did not take an active part in the Confederate War, but on account of his strong Southern sympathies and his efforts to assist the families of those in the field, he was imprisoned and treated with especial harshness by Gen. B. F. Butler. Mr. Maupin for many years conducted an ice business at Nos. 213-215 Queen street. This business was established by Mr. Watts in 1832, and is probably the pioneer concern in handling Northern ice in Tidewater Virginia, the ice having previously been gathered in thin sheets and sold by measure to consumers. Mr. Maupin purchased the business in 1870, after it had passed through several hands, and it is now conducted by his son, George W., who in 1895, added to it the coal business. William Gabriel Maupin died January 10, 1892. The family residence at No. 608 Court street was built by him soon after his marriage. He was married before the war to Ann Foley of Petersburg, who is still living at the age of 76 years. Ten children were born to them, namely: Nannie M., of Portsmouth; William G., who is assistant cashier of the Merchants' & Farmers' Bank, of Portsmouth; James F.; Dr. Edward Griffith, of New York City; Samuel Dawson, who is assistant cashier of the Bank of Portsmouth; Mattie; Alliene; Ruth; George W.; and Mary, who died when young. Religiously, Mr. Maupin was an Episcopalian, although the members of the family are in the main Catholics.

James Foley Maupin pursued his studies in the private schools of Norfolk and Portsmouth, his father having planned for him a collegiate course, and possibly a profession, but the stringency in finances after the close of the war prevented this, and James was early forced to enter the world of labor. With a view toward entering upon a commercial life, he gave his services, free, to a wholesale grocery firm in Norfolk, paying his own ferriage between the two cities. In August, 1867, he accepted a clerkship with the Seaboard & Roanoke Railroad Company at Portsmouth, and steadily advanced until he attained the position of chief clerk in his department. September 13, 1875, he was appointed Portsmouth agent of the Seaboard Air Line. On November 26, 1885, the executive committees of the Seaboard Air Line and of the Atlantic Coast Line appointed him as forwarding agent at Portsmouth,—the Seaboard & Roanoke Railroad being the trunk line between Portsmouth Virginia, and Weldon, North Carolina, for each of these companies,—at the same time, the Seaboard & Roanoke Railroad Company made him its Portsmouth agent. In April, 1888, he was appointed general freight agent of the Western Branch Railroad, operating in the truck section of Norfolk and Nansemond counties. In March, 1890, the Western Branch Railroad having been extended to Tarboro, North Carolina, where it connected with the Atlantic Coast Line and having changed its name to the Norfolk & Carolina Railroad, Mr. Maupin severed his connection with the Seaboard Air Line and the Atlantic Coast Line and accepted the general forwarding agency, at Norfolk, of the Norfolk & Carolina Railroad. This he did in the belief that it had a great future and was destined to become the Virginia deep-water terminus of the Atantic Coast Line. In April, 1892, he accepted the Norfolk agency of the Norfolk & Washington, D. C., Steamboat Company, which he retained until August, 1893, when, the increasing business of the Norfolk & Carolina Railroad requiring all of the space of its Norfolk ter-



HON. THEODORE S. GARNETT.

minals, the steamboat company had to seek other quarters and Mr. Maupin resigned the agency. The Atlantic Coast Line absorbed the Norfolk & Carolina Railroad, and in conjunction with the different steamboat lines running into Norfolk from the Eastern cities, in October, 1896, elected him general forwarding agent at Norfolk. In this capacity he handled the immense traffic passing through Pinner's Point (Virginia) terminals, the Atlantic Coast Line from Pinner's Point covering about 2,500 miles of railroad in Virginia, the Carolinas, Georgia and Florida. Mr. Maupin is a member of the local Freight Agents' Association, which has a membership in the National Freight Agents' Association.

In 1888, Mr. Maupin married Edmonia Fitzhugh Tomlin, a direct descendant of Carter Braxton, a signer of the Declaration of Independence. She is an ardent member of Fort Nelson Chapter, D. A. R., of Portsmouth, and is a Colonial Dame of Virginia. Two children were born of this union, namely: William Gabriel; and Lucy Lindley, who died in infancy. Mr. Maupin recently completed a fine, new home at No. 42 Court street, in Portsmouth.

HON. THEODORE S. GARNETT, of the firm of Garnett & Garnett, attorneys of Norfolk, Virginia, was born in the city of Richmond, Virginia, October 28, 1844. His primary education was received in the Episcopal High School at Alexandria, Virginia, and his collegiate course was taken at the Unversity of Virginia. At the very beginning of the Confederate War he joined the company of Hanover Artillery that was under the command of Capt. William Nelson. He was soon transferred to the Navy Department of the Confederacy, but later resigned to enlist in the Essex troop of cavalry, Company F, of the 9th Virginia Regiment. He served in this command as a private soldier, but was detailed for duty at division headquarters from May, 1863, until January 27, 1864, when he was appointed aide-de-camp on the staff of Maj.-Gen. J. E. B. Stuart, commanding the cavalry corps in the Army of Northern Virginia. He was with that general when the latter was mortally wounded at Yellow Tavern May 11, 1864, and aided in carrying him from the field. He attended the dying commander until his death the next day, and was present at his funeral at Hollywood May 13, 1864. After this he was commissioned 1st lieutenant and attached to the staff of Gen. W. H. F. Lee. He served in that capacity until March, 1865, when he was commissioned captain and assistant adjutant-general of the cavalry brigade of Gen. William P. Roberts, holding that rank at Appomattox. Captain Garnett participated in many serious engagements during his military career and had three horses shot under him.

After the war he returned to the University of Virginia. He graduated with the class of 1867, from the law department. His subsequent progress in the profession was rapid; in three years he was elected judge of Nansemond County. Although re-elected he resigned the judgeship and moved to Norfolk, where he has since been successfully engaged in the pursuit of his profession.

Judge Garnett is a member of the board of trustees of the Protestant Episcopal Theological Seminary and of the board of directors of the Norfolk Academy. He is a past commander of Pickett-Buchanan Camp, Confederate Veterans, and is commander of the Virginia Division, United Confederate Veterans.

Theodore S. Garnett, Sr., father of the subject of this sketch, was a prominent civil engineer, and during his active career was connected with the construction of severel important Southern railways. He was chief engineer and superintendent of the North Carolina, the Charlotte, Columbus & Augusta, and other railroads. He was born in Essex County, Virginia, November 18, 1812, and died May 28,

1885. He was a son of James Mercer Garnett, who was born in Essex County, Virginia, June 8, 1770, and died in May, 1843.

James Mercer Garnett was the founder and first president of the United States Agricultural Society and a noted author on allied topics. For 12 years he maintained a female seminary in his own house, and actively sought to introduce improved methods of education. He served several years in the Virginia Legislature, and was twice elected to Congress, where he was a friend of his colleague, John Randolph, of Roanoke, and engaged in controversy with Matthew Carey, the Protectionist. In 1829 he was a member of the Virginia Constitutional Convention.

The founder of the American branch of the Garnett family was John Garnett, who came from England in 1674, and located in Gloucester, Virginia.

A portrait of Judge Garnett accompanies this sketch, being presented on a foregoing page.

JOHN HOLLAND, JR., is one of the many successful truck farmers of Norfolk County, Virginia. He was born at Lambert's Point, February 28, 1844, and is a son of John and Sarah (Abdell) Holland.

John Holland was born in 1810, and died at the age of 67 years. He was a ship-owner, and also engaged extensively in the oyster business. His wife was born on the Eastern Shore of Virginia, and to them were born seven children, namely: Margaret Ann, deceased, who married James H. Sammons; John, Jr., the subject of this sketch; Amanda H.; Edward; Eliza J., who married J. F. Coleman, a farmer, living on Princess Anne Turnpike in Norfolk County; Sarah, who married A. J. Backus, a farmer of Sewell's Point; and Martha Virginia, whose first husband was Edward Lambert, deceased. She later married Thomas Harmon of Lambert's Point.

John Holland, Jr., whose name opens this sketch, received his mental training in the public schools at Lambert's Point. In 1862, he enlisted in a battalion of heavy artillery, being at that time but 18 years old. He remained in that battalion for three years, when he was transferred to Company I, the 38th Regiment, Virginia Infantry, Stewart's Brigade, Pickett's Division. He was captured six days before Lee's surrender, and was confined at Newport News in full view of his home. After two months, he was discharged. He received slight wounds at Bermuda Hundred, but never lost a day's service. Since the close of the war, he has been engaged in truck farming, in which he has met with much success. He is a thrifty farmer, and has a thorough knowledge of the tilling of the soil.

Mr. Holland married Elizabeth Ashby, a daughter of Robert Ashby, and a sister of the following: Mary, deceased; Susan; Sarah, who married W. W. Bell; Martha, the wife of T. H. Frost; Emma F., the wife of J. T. Philpott, who is engaged in the furniture business in Norfolk; and William, who met his death in the Confederate War.

Mr. Holland is one of the most influential citizens of Tanner's Creek, and is always interested in the advancement of the community. He is a member of the Methodist Church.

AE. KRISE, whose residence in Norfolk dates back over a period of but 10 years, easily takes rank among the leading financiers of the city. He is president of the City National Bank of Norfolk, one of the safest and most substantial banking institutions in this section.

The City National Bank was established in 1892, with a capital stock of $200,000, and was safely piloted through the financial sea, which was ruffled by depression in business, bank failures and panics, in 1893. Careful and capable management has characterized this in-

stitution from its inception, and the state of its finances is excellent. It has paid in dividends $78,000, and placed to the account of surplus, $50,000, and to undivided profits, $25,529.95. The officers of the bank are, A. E. Krise, president; Captain John L. Roper, vice-president; B. W. Leigh, cashier; and F. A. Porter, assistant cashier. Its directory includes many of the most prominent business men of the city, as follows; John L. Roper; Barton Myers; R. A. Dodson; C. W. Fentress; Floyd Hughes; S. L. Foster; S. Q. Collins; W. T. Simcoe; W. H. Minor; John Sheridan; D. F. Donovan; A. E. Krise; and B. W. Leigh. The City National Bank is a United States depositary; City depositary and United States Court depositary. Its principal correspondents are the Chemical National Bank of New York, the Independent National Bank of Philadelphia, and the Drovers' & Mechanics' National Bank of Baltimore. The bank occupies its own building on Main street, which is most complete in its arrangements for carrying on this line of business. The safes are probably the largest of their kind in the city, weighing 16,000 pounds. They are of special construction, consisting of four distinct safes within a safe, each having its individual safe lining, and so divided that each is independent of the other. There are also four large valuts for the deposit of silverware and other valuables.

DLAWRENCE GRONER, an attorney-at-law, of Norfolk, Virginia, has been unqualifiedly successful in the practice of his profession, and has established a reputation for himself as a lawyer throughout the State. He was the Republican nominee for attorney general of Virginia in 1901, and added greatly to the strength of the party ticket. He comes of a distinguished family of Virginia, being a son of General Virginius Despeaux Groner, whose sketch appears on another page of this book, and a grandson of the late Judge John A. Campbell, formerly one of the justices of the United States Supreme Court.

Mr. Groner was born in Norfolk, September 6, 1872, and received his early education in old Hanover Academy. He then attended Washington and Lee University for three sessions, after which he spent two years in the city of Chicago in an important position in the World's Fair of 1893. Returning from Chicago, in 1893, he entered the University of Virginia and completed the course in law. He has since been engaged in practice in Norfolk, and in his clientage are many prominent residents and business firms, both of his own and other cities.

Although Mr. Groner has always taken a deep interest in politics and in the success of the Republican party, he has never accepted the nomination for any office except in the line of his profession. During various campaigns he has "stumped" the State and is exceedingly popular with all classes. He is possessed of ability as an orator, never failing to impress his hearers by his earnest and convincing manner.

On April 11, 1898, Mr. Groner was united in marriage with Anne Reed Vaughan, a daughter of Col. John N. Vaughan, of Norfolk.

HON. F. M. WHITEHURST, a native of Princess Anne County, Virginia, descended from Richard Whitehurst, one of its first settlers, was born December 1, 1835.

He was educated in the schools of the county and the city of Norfolk, and was taking the law course at the University of Virginia when the war between the States broke out. Upon the secession of Virginia, he immediately entered the service by enlisting in Company F, 6th Regiment, Virginia Infantry, and serving as private, then as first lieutenant, commanding a company until the springing of the mine around Petersburg. The last year of the war he spent in prison.

Since the war he has pursued his profession, except for six years, when he was judge of the court of his native county. At present, and since 1884 he has been the senior member of the firm of Whitehurst & Hughes, of Norfolk, Virginia.

GEN. VIRGINIUS DESPEAUX GRONER, one of Norfolk's most distinguished citizens and business men, served with high honors throughout the Confederate War. He was born in Norfolk, Virginia, September 7, 1836, and is a son of George Groner.

George Groner was born in Germany and came to the United States in 1827, landing in New York City. He shortly afterward came to Norfolk, Virginia, where he spent the remainder of his life engaged in mercantile pursuits. He married Eliza Newell, who came of a prominent old family of Virginia. Her brother served as a member of Capt. Arthur Emmerson's company of light artillery, in the repulse of the British at Craney Island, during the War of 1812. Her grandfather, Captain Robert Newell, commanded a privateer in the Continental service during the Revolutionary War.

General Groner was reared in Norfolk and educated at the Norfolk Military Academy, from which he graduated with honor in 1853. He was admitted to the bar, but soon after went to Texas with the intention of purchasing a ranch, bearing letters to Gov. Samuel Houston, by whom he was received with courtesy, and was induced to abandon his project. He was appointed by the Governor to Colonel Baylor's command of Texas Rangers. He served as such for a period of five months and then, after the election of President Lincoln, started on his return to Virginia. He visited Jackson, Mississippi, and was commissioned by Governor Pettus to go to New York and supervise the shipment of rifles to Mississippi from Springfield, Massachusetts. After performing this service he returned to Norfolk to prepare for the coming conflict. He received several communications from Governor Pickens, of South Carolina, and then engaged in organizing a regiment of volteers for the purpose of aiding in taking Fortress Monroe. For advice in regard to this enterprise he visited Governor Letcher during the session of the Virginia Convention, accompanied by Adjutant-General Richardson, and bearing a letter from ex-Governor Wise. Governor Letcher proposed to submit their views to the convention, but fearing that such a course would furnish information to the Federal authorities, he declined to pursue the enterprise. He again went to Jackson, Mississippi, and reported to Governor Pettus. He then visited President Davis, and was commissioned, the commission being confirmed by the Provisional Congress, as assistant adjutant-general, with the rank of captain in the regular army. He was assigned to duty at Montgomery, under L. Polk Walker, the first Secretary of War. Among his first duties was the arrest and imprisonment of Captain Worden, U. S. Navy, who had been permitted to visit the defenses at Pensacola, on promising to give no information, and to report to the Confederate authorities on his return, but instead had attempted to proceed directly to Washington. Captain Groner had the distinction of transmitting the telegram from the Secretary of War to General Beauregard, ordering the opening of the attack on Fort Sumter. Upon the removal of the seat of the Confederate government to Richmond, Captain Groner was assigned to duty in the War Department as assitant adjutant general, and discharged important duties in connection with the organization of troops. In the fall of 1862, he entered active service in command of a North Carolina regiment of cavalry, being stationed on the Blackwater River, in Virginia, where he had several skirmishes with the 11th Regiment, Pennsylvania Cavalry. During his first Maryland campaign he commanded the 61st Regiment, Virginia Infantry, with headquar-



A. J. PHILLIPS.

ters at Warrenton, Virginia. Upon the return of the army to Culpeper Court House he held Warrenton, in command of his own regiment, a regiment of Mississippi infantry, and two batteries, until the advance of McClellan compelled his withdrawal, when in obedience to orders he moved to the Rappahannock, opposite Falmouth. Here he observed the advance of the Federal Army. Informing General Lee of the situation, he was ordered to hold the ford if he could, and if not, to rejoin the army on the line of the North Anna. The Rappahannock was very high, and consequently the Northern Army was greatly delayed. Lee concentrated his forces at Fredericksburg and held that line many months, two of the great battles of the war being fought there. Colonel Groner's regiment became a part of Mahone's Brigade, and upon the promotion of the latter to be a major-general, Colonel Groner, on many occasions, commanded the brigade. After the final surrender at Appomattox Court House, he rode to Richmond and was the recipient of kind attention from Generals Ord and Patrick. At Norfolk, however, the general in command treated the Confederate officers with such indignity that Colonel Groner reported his conduct to General Grant, who promptly retired the offender from command. At this time began his friendship for Grant, which continued with unabated warmth until the latter's death.

Upon the close of the war General Groner turned his attention to business affairs, and in the time which has since elapsed has fostered and promoted many enterprises which have brought him prominently before the public. He served as one of the two Virginia commissioners at the World's Columbian Exposition at Chicago, in 1893. About 1888 he purchased of the W. E. Taylor and Camp estates several acres of land, with water-front on Elizabeth River, extending from Avenue B, in Atlantic City Ward. He erected a bridge over a space of water out to a point where there is navigation and there built several oyster houses. The shells from these houses have been used to fill in a roadway to the mainland, and are fast making the foundation for a large area of property. It is General Groner's intention to make this one of the finest wharfs in the South and when it is completed he will have a half mile of fine dock surface. From the mainland, he has 700 feet of private dock, then 800 feet along the Elizabeth River, 600 feet on Tarrant Creek, and then on the east side he will have from 800 to 1,200 feet, according to the extent of future construction. This seems like a gigantic enterprise, but it is only a matter of a few years before large buildings will appear where water, mud and shells are now seen. General Groner has filled in with wrecked vessels, the water-soaked wood making a fine foundation for terra firma. The oyster industry at Groner's wharf has grown to enormous proportions, and the demand for shells has raised the price to anywhere from 1¾ to 2½ cents per bushel. About 300,000 bushels are sold yearly, in addition to those which are used for filling in.

General Groner married a daughter of John A. Campbell, late justice of the United States Supreme Court, and they have three sons.

H. J. PHILLIPS, a leading merchant of Portsmouth, Virginia, where he owns a handsome, large dry goods store and enjoys a splendid patronage, and is prominently identified with the growth, progress and development of Norfolk County.

Mr. Phillips was born in the city, which has ever been his home, 47 years ago and received his scholastic training in the public schools of Portsmouth. At the age of 11 years he was employed by the Confederacy as a messenger boy in the Navy Yard at Richmond, Virginia. At the early age of 17 years he entered the real estate business and is still connected with the principal development companies of his section. He has been a promoter and an active member of all of the Pinner's Point companies, being at the present time vice-president of two of

them, and president of two or three others. He was also instrumental in securing the location of a shipyard at that point. He is one of the early stockholders of the Cotton Manufacturing Company, and is president of the Portsmouth Dime Savings Bank, of which he was one of the prime organizers. He is also secretary and a director of the Norfolk, Portsmouth & Newport News Railway Company, and is a member of its executive committee.

Mr. Phillips entered the dry-goods business in the building now occupied by the Portsmouth Dime Savings Bank, in partnership with W. C. Nash, under the firm name of Phillips & Nash. This firm conducted, with marked success, a large retail dry goods business for seven years. Mr. Phillips then withdrew from the business, selling his interest to Mr. Nash.

Shortly afterward Mr. Phillips found a more desirable location and opened a similar business of his own. The business increased so rapidly that it became necessary to have more store room and better accommodations, and in 1894 he removed to his present building, located at Nos. 302-304 High street. This store is among the largest, handsomest and most commodious to be found in the city and is regarded as one of the most important mercantile features of Portsmouth. The building occupied is three stories high, and is well stocked with dry goods, notions, etc. Eight clerks are employed and are under the efficient management of Mr. Parker, who sees that everything is carried on without friction.

Politically Mr. Phillips is closely allied to the Democratic party, and has served as a member of the City Council. He was united in marriage with a daughter of the late O. B. Sherwood, a pioneer resident of Norfolk County, and for many years a business man of prominence in Portsmouth. Mrs. Phillips has one brother, C. S. Sherwood, a jeweler of the same city. Mr. Phillips and his estimable wife have an interesting family, consisting of two sons and five daughters. One son, C. S., is a reliable bookkeeper in the Bank of Commerce.

Fraternally Mr. Phillips is a member of the Knights of Pythias, Royal Arcanum, Improved Order of Red Men and several other organizations. The large and successful business he has built up forms the most substantial monument to his energy, and proves his talent for correctly judging the needs of people, and his superior ability in catering to their wants. He is recognized as a man of great personal enterprise, and of commendable and most helpful public spirit. It may be said of the various enterprises with which he is connected that to his wise counsel and energetic management is due much of the success they have attained. As an active member of the Portsmouth Business Men's Association, Mr. Phillips endorses every movement calculated to advance the interests of Portsmouth and is justly regarded as one of her foremost citizens. His portrait accompanies this sketch.

JOSEPH R. IVES & COMPANY, real estate dealers of Norfolk, Virginia. Some of the most enterprising citizens of the city of Norfolk are engaged in the real-estate business. They are men of energy and ability and the great increase in population, trade and natural development is in large part due to their efforts.

Joseph R. Ives, of the firm of Joseph R. Ives & Company, stands in the front rank of the younger and more active dealers in real estate in this section, and is also treasurer of the Norfolk Land & Trust Company, and director in several other companies. Mr. Ives possesses all the talents necessary to a successful career. He received ample business education and careful training in real-estate operations.

The firm is thoroughly reliable and trustworthy and deals largely in city and suburban

properties and makes a specialty of farming, trucking and timber lands. This firm values properties and negotiates loans on all kinds of securities.

Mr. Ives first saw the light of day near Hickory Ground in Norfolk County and if natural ability, fair dealings and strict integrity count for anything his record will be an honor to his native country and his state.

CHARLES A. STEWART comes of a distinguished family of Virginia, and is a son of William Charles and Catharine Matilda (Garrett) Stewart. The records of the family go back on the paternal side to Charles Stewart, great-grandfather of the subject of this biography, a sketch of whom is embraced in that of Colonel William H. Stewart on another page of this volume. A maternal ancestor was William Moseley, a justice of the County Court from 1650 until his death, who came to Norfolk County from Rotterdam, Holland, in 1649. Blandinah Moseley, who married Rev. John Braidfoot, a chaplain in the Revolutionary War, was the great-granddaughter of William Moseley through his son, Arthur, and grandson, Arthur, and was the great-grandmother of the subject of this sketch. After the death of Mr. Braidfoot, his widow married Willis Wilkins, and her daughter by this union was the grandmother of Charles A. Stewart.

Mr. Stewart obtained his education in the common schools, at William R. Galt's school, Norfolk, Virginia, Eaton & Burnett's Business College, Baltimore, Maryland, and the Columbian University, Washington, D. C., where he studied law. In 1878 he printed and published a small weekly paper at Wallaceton, and afterward worked on the reportorial staff of the *Portsmouth Daily Times*, as local editor, a position which he resigned in the fall of 1879, to take the management of "Beechwood" farm. He was a delegate to the Democratic Congressional Convention at Virginia Beach in September, 1884, and the Democratic Gubernatorial Convention at Richmond, in 1885, which nominated Fitzhugh Lee.

September 1, 1886, he was appointed to a clerkship in the United States Treasury Department, at Washington, D. C., and was assigned to the office of Comptroller of the Currency, having successfully passed an examination before the United States Civil Service Commission in March of that year. Since entering the Department he has been promoted a number of times and at present holds a responsible position in that branch of the service which has charge of the affairs of insolvent National banks. After locating in Washington Mr. Stewart took a deep interest in the Dismal Swamp Canal traversing Norfolk County, and by a series of newspaper letters, published in Philadelphia and Washington papers, assisted in no small degree in drawing attention to this neglected water-way, which has recently been reconstructed, and is now one of the finest canals on the Atlantic coast. Mr. Stewart's legal residence is Norfolk County, but at present he resides at the suburban town of Falls Church, Virginia, where he is a vestryman of "The Falls (Episcopal) Church," built in colonial times, George Washington having been connected therewith as vestryman.

Mr. Stewart is a member of the Virginia Society, Sons of the American Revolution. His military record is three years service in the National Guard of the District of Columbia. He intermarried with Mary Isabella Tabb, a daughter of Dr. Robert B. Tabb, of Norfolk County, December 6, 1887, and they have two daughters and one son, namely: Elizabeth Tabb, born March 6, 1890; Catharine Maud, born November 23, 1891; and Charles A., Jr., born July 30, 1900.

MAJ. A. MYERS, one of Norfolk's most prominent and progressive citizens, is manager of the Equitable Life Assurance Society of the United States. This is one of the greatest, strongest and most progressive life

insurance companies in the world, and under the efficient management of our subject commands a leading patronage in the city of Norfolk and this section.

Major Myers is a Confederate veteran of rank and honor, bearing an excellent record for service during the Confederate War. He was a staff officer and his military title has clung to him throughout the years that have elapsed since the war. He was a merchant during his early days, but after the war entered the real-estate business, a keen foresight and good judgment pointing out to him a new leasehold on proseperity in the South. His wisdom was soon made apparent, and by energetic and well directed efforts he established a large business in Norfolk, doing much to advertise the advantages of the community in distant cities and States. The natural result was a great influx of people which has been of incalculable benefit to Norfolk.

Major Myers served in the City Council and as a member of the House of Delegates of Virginia, representing his constituents acceptably in both offices. He is also a prominent Thirty-second degree A. A. Scottish Rite Mason; an Hon. Grand Cross of the Court of Honor, a member of Grice Commandery, No. 16, Knights Templar and Acca Temple of the Mystic Shrine, and enjoys the confidence of his fellow citizens to a marked degree.

KENNETH A. BAIN, attorney and counselor-at-law, is a son of Robert T. K. and Amelia (Benson) Bain, and was born in Portsmouth, Norfolk County, Virginia.

After a preparatory course in the schools of Portsmouth and elsewhere in the State, he attended the University of Virginia, from which he was graduated with the degree of Master of Arts and where he then prosecuted his legal studies.

The first years of Mr. Bain's business life were devoted to teaching, and in that vocation he occupied important and responsible positions in some of the most noted high schools and academies of Virginia. He has been engaged in the practice of law in his native city since 1896, and now has an office at No. 408 Court street.

Mr. Bain is a man of scholarly attainments, a deep student, and possessed of sound judgment and good business perceptions. His ability as a lawyer is recognized wherever he is known.

ALEXANDER E. WARNER, born in the city of Portsmouth, Virginia, was admitted to the bar in 1888.

WILLIAM A. FISKE, the proprietor of the principal printery, bookbindery and blank book manufactory in Portsmouth, Virginia, is the second son of the late David Dodge Fiske and Elizabeth Bryant Stevens, his wife, and was born in that city May 9, 1840.

The business was established by his father in the "thirties" and continued by him uninterruptedly (except for a few months during the yellow fever epidemic in 1855), until the breaking out of the war between the States in 1861, when the subject of this sketch joined the Confederate Army as a private in Company B, 3rd Regiment, Virginia Infantry, while a younger brother, Melzar Gardner Fiske, in his 16th year, entered Company K, 9th Regiment, Virginia Infantry, and was mortally wounded at the battle of Malvern Hill. Mr. Fiske served with Company B throughout the struggle; was wounded and captured at the battle of Five Forks; removed to the Federal prison at Point Lookout, and released from there at the close of hostilitiies.

The business was abandoned soon after the beginning of the war, all the practical printers in town having joined the Confederate Army.



DR. FRANK ANTHONY WALKE.

and the plant, including the equipment of *The Daily Transcript* newspaper, confiscated by the Federal military forces when they occupied Portsmouth.

Soon after his release from prison Mr. Fiske, together with his father, re-established the business with an entirely new plant, including newspaper outfit. The newspaper, not proving remunerative, was soon discontinued and the energies of the firm devoted entirely to the other branch of the business, of which Mr. Fiske has been in full control since the death of his father, in July, 1870.

Mr. Fiske is inclined to be quiet and retiring in disposition. He is a Democrat in politics; represented Portsmouth in the Virginia House of Delegates, session 1876-77, and was appointed postmaster of Portsmouth by President Cleveland during the latter's first administration. In his younger years Mr. Fiske was active in the Masonic order, and has filled all the principal chairs in the several Masonic bodies; he is also a Pythian and past exalted ruler of the Portsmouth Lodge, B. P. O. E.

Mr. Fiske is still actively engaged in business at No. 108 High street, where the plant has been located for the past 35 years. Although handicapped by unfavorable conditions and circumstances he has, by hard work and close application, built up a business which is a credit to Portsmouth and speaks well for him.

DR. FRANK ANTHONY WALKE, one of the leading members of the medical profession of Norfolk, Virginia, whose portrait appears herewith, comes of a very prominent Virginia family. He was born in Princess Anne County, Virginia, October 1, 1831, and traces his ancestry back to Sir Thomas Walke, an admiral of the Dutch Navy, who landed on the shores of Chesapeake Bay in the immediate vicinity of Norfolk, in 1632. There were three members of the House of Burgesses bearing the name of Anthony Walke, in the first half of the eighteenth century. One of these married Jane Randolph, of Curl's Neck, Virginia, on the James River. She was a granddaughter of Thomas Rolfe, a son of Pocahontas.

Dr. Walke's father, John Newton Walke, was a farmer in Princess Anne County. He married Mary Land, also a native of Princess Anne County. He died at the age of 31 years and his wife at the age of 18 years. John Randolph, the "Sage of Roanoke," was related to the Walke family, being a nephew of James Randolph, wife of Anthony Walke.

Dr. Walke was educated in the schools of Norfolk, Norfolk County, Virginia; in Jefferson County, Virginia (now West Virginia); at the high school at Alexandria, Virginia; at Concord Academy, in Caroline County, Virginia; and at the Universities of Virginia and of Pennsylvania. He took a course in medicine in the latter institution and graduated in the class of 1851. He then entered the United States Navy as assistant surgeon, his first service being on the old warship, "Princeton." He was stationed at the U. S. Naval Hospital at Portsmouth, in 1855, and went through the yellow fever epidemic of that year. The hospital was thrown open to the afflicted, and the city of Portsmouth presented Dr. Walke with a gold medal as a token of appreciation of his services. In 1857 he left the navy and opened a drug store in Norfolk, also engaging in the practice of medicine. After the breaking out of the Intersectional War, in 1861, he joined the Confederate Army as a member of the 13th North Carolina Regiment, with the rank of surgeon. At the end of six months he was transferred to the 46th Regiment, Virginia Infantry, and served in that command until the surrender at Appomattox. He hen returned to Norfolk and resumed his practice. He subsequently lived and practiced in Charles City County, and Appomattox County, but returned to Norfolk in 1878. He opened another drug

store, which he conducted until 1898, since which time he has devoted his entire time to the practice of medicine.

Dr. Walke is surgeon of Pickett-Buchanan Camp, Confederate Veterans, of Norfolk, and is surgeon general of the United Confederate Veterans of Virginia. He has been twice married, first in 1852, to Anna Maria Baylor. He was again married in November, 1896, to Belle W. Tunstall, but has no children by either union.

JOHN C. ASHTON is a native of Portsmouth, Norfolk County, Virginia. He is a son of John Newton Ashton, a native of King George County, Virginia, but who became a resident of Portsmouth in the year 1839. He was of the Ashton family that immigrated to Virginia about the year 1625 and settled in Westmoreland County.

John Newton Ashton married Ellen Cocke, a daughter of John Cocke, who has been a resident of Portsmouth since 1829. Mr. Cocke was a descendant of Richard Cocke, who immigrated from Worcestershire, England, and settled at Malvern Hill, Henrico County, Virginia, about the year 1626. John Cocke and John Newton Ashton were prominent and successful merchants in Portsmouth for many years and both of them occupied positions of honor under the municipal government.

John C. Ashton, the subject of this biography, attended the public and private schools in Virginia up to the breaking out of the Confederate War. While the war was in progress he volunteered for service in the Norfolk Light Artillery Blues, which company was afterward known as Company C, Richardson's Battalion of Artillery, and participated in all of the battles in which his battery was engaged after his enlistment. He was finally made a prisoner of war, with his entire company, at the fall of Petersburg in April, 1865, and was imprisoned at Point Lookout, Maryland, for a few months. Since the war Mr. Ashton has been a member of Stonewall Camp, Confederate Veterans, and for several years past has been treasurer of that organization.

In 1869 he established himself in mercantile business in Portsmouth, which he still controls. In 1886 Mr. Ashton was appointed superintendent of public schools for the city of Portsmouth, which office he has held continuously to the present time. Under his superintendence the schools have increased in number from 20 to 38 and the course of study has been extended.

In 1888 the Public High School was established, which prepares its graduates for entrance into colleges and State Universities and into the United States Academies at Annapolis and West Point.

In 1880 Mr. Ashton was married to Martha E. Cole, a daughter of Dr. William Cole, of Prince George County, Virginia. They have one child, a daughter.

LINDSEY McD. SILVESTER, clerk of the Circuit Court at Portsmouth, Virginia, was born in the city of Norfolk June 13, 1859, and is a son of W. W. and Virginia L. (Lindsay) Silvester, natives of Virginia and North Carolina, respectively.

Mr. Silvester is a grandson of Dr. R. W. Silvester, who attained success in Norfolk as a practitioner of medicine. Dr. Silvester was the father of the following children: Richard, deceased; William, who died of yellow fever in 1855; Keeling, who was killed while serving in the army during the Confederate War; Margaret, who died of yellow fever; Lydia, wife of R. C. Taylor, of Norfolk, she being the only surviving child; and W. W. It is an old Virginia family of Scotch-Irish descent, and the first county records in 1637 refer to the family as one of the earliest established here. They have always been prominent in the county.

W. W. Silvester was born in Virginia and was a well-known farmer of Norfolk County. He was an officer in the Commissary Department, U. S. Army, during the Confederate War. He always took a deep interest in the political affairs of the county, being, after the war, a stanch Republican. He died May 18, 1889, and was buried with Masonic rites. His wife, who was a Miss Lindsay, of Currituck County, North Carolina, died June 30, 1889. Nine children were born to them, six of whom are living, namely: R. W., president of the Agricultural College of Maryland; Lindsey McD.; W. W., who is engaged in the real estate business in Berkley, Norfolk County; Lydia E., wife of Harry Welch, of Detroit, Michigan; Jane B., of Washington, D. C.; and Margery G., who was educated in Washington, D. C., and is now engaged in teaching in the schools of that city.

L. M. Silvester received his early education in Norfolk County, and later attended the Virginia Agricultural and Mechanical College, after which he successfully engaged in farming, now owning two farms of 600 acres each. His farms, which are located in Norfolk County, are well improved and mainly devoted to grain and truck raising. He was elected clerk of the Circuit Court on the Republican ticket in 1887, and has been twice re-elected, serving in a highly satisfactory manner.

Mr. Silvester was joined in marriage December 19, 1882, with Virginia E. Hurst, a native of Norfolk County and a daughter of Logan and Lucy V. Hurst (*nee* Hughlett), old residents of the county. Her parents died when she was an infant, and she was reared by her grandmother, Virginia Fauntleroy Hughlett (*nee* Edwards). Five children have blessed this union: Logan W., who is attending the Norfolk Academy; Stewart Leigh; Lucy H.; L. M., Jr.; and Virginia. Mrs. Silvester is a member of the Methodist Episcopal Church. The subject of this biography is a member of the Royal Arcanum. He is a man who stands high among his fellow citizens. He is a devoted and affectionate husband and father, a kind neighbor, charitable to the poor and highly respected by all classes of people.

ARTHUR EMMERSON WILSON, a highly respected and popular citizen of Portsmouth, was born at the old Wilson homestead on North street in that city on the 3rd day of September, 1832, and died in 1896. He was educated at the University of Virginia. During the yellow fever epidemic in 1855 he remained in the city heroically devoting his time to nursing the unfortunate victims.

In June, 1861, Mr. Wilson was appointed captain A. C. S. in the 14th Regiment, Virginia Infantry, C. S. Army, and was afterward detached as purchasing agent and quartermaster. He was captured by Kilpatrick on the raid through King William County and after being exchanged resumed his duty in the counties between the York and Rappahannock Rivers. He served faithfully through the war and was paroled on the surrender of General Lee. He was elected a member of Stonewall Camp, Confederate Veterans, in July, 1884.

After the war Mr. Wilson went into the drug business with John N. Williams in Norfolk, continuing until he began business on his own account in Portsmouth, which he pursued until his death.

In 1856 Mr. Wilson was united in marriage with Annie Taylor Moler, a native of Jefferson County, West Virginia, a daughter of Levi and Esther (Taylor) Moler. The family is English and the great-great-grandfather of Mrs. Wilson had a grant of land in the Virginia Valley from the English Crown. Levi Moler and his wife were parents of three children, namely: Lee H., who was a captain in the Confederate Army, serving with Gen. "Stonewall" Jackson, and at the present time resides in Shepherdstown, West Virginia; Mary E., deceased; and Annie Taylor, widow of the subject of this sketch.

Mr. and Mrs. Wilson reared four children, of whom two are living: Esther Murdaugh and Anna Fleet, the latter the wife of Claudius W. Murdaugh. William Lee, born in 1858, died at the age of 39 years, and Arthur Taylor, born in 1873, died at the age of 28 years.

The father of Arthur Emmerson Wilson was William H. Wilson, who was clerk of the Norfolk County Court for eight years, when he resigned to become cashier of the Bank of Virginia, in which place he served until the occupation of Portsmouth by the Federal forces in 1862. He first married Ellen Keeling, daughter of Rev. Jacob Keeling, of Suffolk, and their children were: Arthur Emmerson; Sarah, wife of Col. James G. Hodges; Lucrece, wife of Col. D. J. Godwin; and William Holt. His second wife was Margaret Murdaugh; they had one child, Mary, wife of Dr. George W. O. Maupin. His father was William Wilson, who served as clerk of the Norfolk County Court 39 years, whose father was John Wilson, colonel of Norfolk County during the Revolutionary War. Colonel Wilson had, prior to that war, been a member of the County Court and a colonial military officer. He was an ardent and enthusiastic patriot, as shown by his letters to Gov. Patrick Henry. In his will he left one negro girl, a legacy to a young lady, provided she did not marry an enemy of the American Independence.

GRIFFIN FAUNTLEROY EDWARDS has been a practicing attorney at Portsmouth since his admission to the bar in 1869, and has attained success in his profession.

He was born in Norfolk County, Virginia, in 1843, and attended boarding school in North Carolina two and one-half years, classical school at Norfolk for one year, and was attending Emory and Henry College when the war broke out. He enlisted in the 61st Regiment, Virginia Infantry, and was appointed sergeant-major. He was later adjutant and participated with the regiment in every engagement until he was wounded at Salem Church, on Friday, prior to the surrender of the army at Appomattox Court House on Sunday morning. After the surrender of General Lee Mr. Edwards returned home to Portsmouth and qualified as deputy to his father, Leroy G. Edwards, who was clerk of the Circuit and County Courts of Norfolk County. He served as such until 1866, when his father died and our subject was elected clerk in his stead. He filled the office until removed in 1869 by the Military Government of Virginia, he refusing to take the iron-clad oath. He was admitted to the bar in 1869 and has since engaged in the practice of law—the past 20 years as a member of the firm of Edwards & Happer. He was a member of the Virginia State Legislature of 1879 and 1880. He is independent in politics. He was superintendent of schools of Portsmouth from 1882 to 1886. He has been commissioner of accounts since 1870. He is a member of Stonewall Camp, Confederate Veterans; Sons of the American Revolution; and the Society for the Preservation of Virginia Antiquities.

Mr. Edwards was joined in marriage with Isabel Bilisoly, daughter of Joseph A. Bilisoly, deceased, and they have one son, J. Griffin, who married Martha Nelson Page Boswell. He was educated in the Christian Brothers' College at Norfolk. They have lost one son by death, Carl, aged six years. The family are members of the Catholic Church, although the family of Mr. Edwards has always been Episcopalians. They reside at No. 421 London street.

His father, LeRoy Griffin Edwards, was born in Northumberland County, Virginia, and was the son of Griffin Edwards and Priscilla, his wife, who was Priscilla Lee, daughter of Kendall Lee, of the estate of "Ditchley," in that county. He removed to Norfolk County in early life and was always prominent in the affairs of the county. He was at the time of his death, in 1866, president of the Dismal



ALONZO P. CUTHRIELL.

Swamp Canal Company, superintendent of public schools and clerk of the County and Circuit Courts of Norfolk County. He was closely related to the well-known Virginia families of Griffin, Fauntleroy, Lee, Ball, Bushrod, Fitzhugh and many others of the historical counties of Northumberland, Lancaster, Westmoreland and others in the "Northern Neck" of Virginia. He married Fannie W. Robbins, of Norfolk County, whose ancestors were of Norfolk and Gloucester Counties, respectively. Mr. Edwards was a man of high literary attainments and very popular. He left three sons and one daughter: John Robins, now deceased, who removed to Missouri and was clerk of the Circuit Court of his county; LeRoy Bushrod, of this city; Griffin Fauntleroy, the subject of this sketch; and Rosa Lee, the wife of Capt. John W. Happer, of Edwards & Happer.

ALONZO P. CUTHRIELL, master painter at the Norfolk Navy Yard, a portrait of whom, engraved from a recent photograph, is shown on the foregoing page, was born March 7, 1856, at Norfolk, Virginia, and is a son of John Cuthriell.

John Cuthriell was born near Great Bridge, in Norfolk County. He was a shoemaker by trade and conducted a shoe manufacturing business. His death occurred during the yellow fever period, in 1855. He married Ellen Stokes, who was also born near Great Bridge, and died in Portsmouth, October 23, 1881. Those of their children, who are living, are: Alonzo, P.; Margaret (Brown), of Portsmouth; and James C., who is a machinist in the Norfolk Navy Yard.

Alonzo P. Cuthriell was reared in Portsmouth, and attended the private schools of Mr. Simmons and Miss Sarah Custus. His first work was for Mr. Ward, in a barrel factory, where he continued 10 or 12 months. He then served an apprenticeship as a painter, under John Walton and Thomas Vernilson, and after 14 months secured a position in the Norfolk Navy Yard, where he completed his apprenticeship. He worked as a journey two years and then entered the employ of B. A. Richardson, of Norfolk, for whom he worked six years. He was appointed by the Secretary of the Navy as quarterman, in charge of painters in the construction department at the Norfolk Navy Yard June 15, 1888. This position he held until October, 1900, when he was appointed master painter by Hon. John D. Long, Secretary of the Navy. He has charge of the paint-shop and varnish-room, finishing all the fine furniture in the various vessels. There are from 25 to 150 men under his charge, with an average of 40 constantly at work. He had charge of the painting of the "Raleigh" and the "Texas," besides many other vessels of importance. Mr. Cuthriell makes a constant study of paints and had the honor to go to New York as an expert, by order of the Secretary of the Navy, when a decision was to be rendered by the United States government, as to the quality of paints.

The subject of this sketch was married in 1878 to Rosa D. Montague, who was born and reared in Portsmouth, and is a daughter of James R. Montague. Her father is a ship-carpenter by trade and has worked most of his life in the Navy Yard. He is now over 70 years old. He married Louisa Guin, who is also living. Mr. Cuthriell and his wife have three children, namely: John F., who is attending Randolph-Macon College, and preparing for the ministry; Nellie L.; and Lyda May.

Mr. Cuthriell has always been a prominent worker in the Methodist Church, of which he is chairman of the building committee, and a member of the board of stewards. He has always been a Republican in politics. Socially he is a member of the Royal Arcanum; and Portsmouth Lodge, No. 16, Knights of Pythias, being a member of the Grand Lodge of

Virginia. He is a member of the Independent Fire Company. Mr. Cuthriell has worked untiringly and with a determination to succeed, and has just cause to be proud of the result. He is held in high esteem by all with whom he comes in contact.

EUGENE McCLELLAN ISAAC, who is a well-known resident of Park Place, Norfolk, Virginia, has been in the United States naval service for many years. He was born in Philadelphia, Pennsylvania, March 12, 1862, and is a son of Gustave Isaac.

Gustave Isaac, who was born in Elberfeld, Germany, in 1812, immigrated to this country in 1833, and located at Philadelphia, where it was not long before he became one of the largest importers and wholesale dealers in leaf tobacco, his business increasing to such an extent that he removed to New York City, where he extensively imported leaf tobacco and soon became known as one of the best judges of that commodity in the city. He had unlimited credit and was at one time considered one of the wealthiest merchants of New York. During the Franco-Prussian War he contracted with the government of Germany to furnish the German Army with tobacco but, owing to a failure in the tobacco crop and the soaring of prices he lost all he possessed in fulfilling his contract. A luxurious home on the Hudson at Dobb's Ferry, together with the remainder of his property, was lost in this unfortunate transaction. He never fully recovered from the effects of this reverse, and subsequently became a broker in leaf tobacco, continuing in that business until his death.

Eugene McClellan Isaac began his education in a private school on Staten Island, then attended high school in New York City. At the age of 14 years, he entered a military academy at Tioga, near Philadelphia, spent one year there, then returned home and worked in his father's office for a short time. He then entered the employ of Ilfeld & Company, general merchants of Santa Fe, New Mexico, at their branch establishment located at Plaza del Alcalde, New Mexico. Finding that a commercial career did not suit him he returned to the East within nine months and entered the United States Navy at the age of 17 years, as an apprentice on board the U. S. S. "Minnesota," cruising along the Atlantic seaboard until he was transferred to the "Portsmouth," which sailed for the West Indies, stopping at most of the ports of that country, thence to the Azore Islands, Portugal, Madeira and England. He was transferred to the "Vandalia," which vessel was afterward lost in the Samoan hurricane, and during 1881 and 1882 cruised back to the West Indies, then to Newfoundland, where he was located during the fishery troubles. Having reached his majority he re-enlisted and was promoted to school master and continued as such until 1886 on board the "New Hampshire." He then cruised to the Bermudas, thence to the West Indies, returning to Norfolk, where his second term of enlistment expired. He concluded to give up the sea and took a position as city editor on the *Norfolk Evening News,* which he retained for nine months and then, as the paper did not prove a success, re-enlisted for a third term in the navy and was assigned to the receiving ship "Franklin." He remained on board that ship as detail clerk from 1887 until 1897, when he was promoted to the rank of mate by Theodore Roosevelt, then acting Secretary of the Navy. Mr. Isaac continued in that position until July 18, 1898, when he was again promoted to the rank of boatswain, which he now holds, the commission being signed by President McKinley. During the war with Spain he was assigned for a short while to take charge of the coast signal service from Cape Charles to Cape Hatteras, and since then has served on board the battleship "Iowa," on which vessel he went to South America, thence by way of the Straits of Magellan to the Pacific Ocean,

visiting all the ports on the eastern and western coast of South America. He cruised on the "Iowa" while she was protecting our interests on the Pacific Coast, from Puget Sound to Panama, U. S. of Colombia, being present during the revolution there in 1901-02 and participated in the landing of U. S. marines and blue-jackets on November 22, 1901, to protect American interests along the line of the Panama Railroad and in the cities of Panama and Colon. Mr. Isaac was detached from the "Iowa" while at Panama, and ordered home, his tour of sea duty having expired, subsequently being ordered to command the U. S. S. "Triton," at Washington, D. C.

Mr. Isaac was united in marriage to Rose Creekmur, a daughter of Charles J. and Elizabeth Creekmur, and they have one son, Louis C., born January 16, 1888, who is now at home attending school.

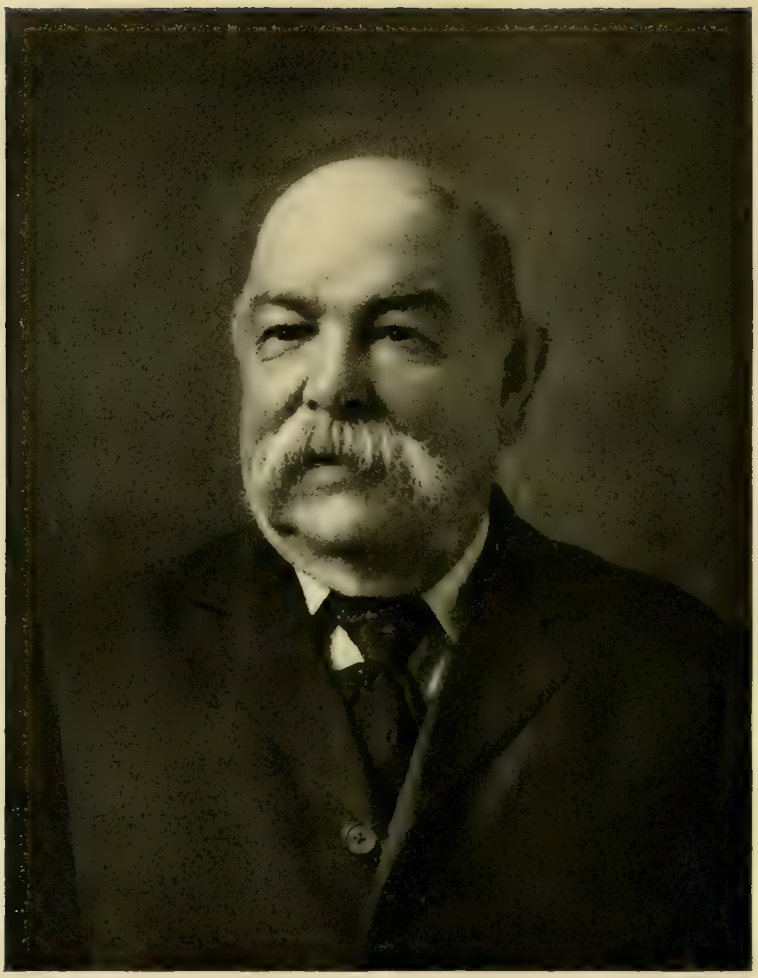
Mrs. Rose C. Isaac, Mr. Isaac's wife, is a daughter of Charles J. Creekmur, one of the historic figures of the Confederate War. The latter was born in Norfolk County September 14, 1828, and as a boy engaged in agricultural pursuits. When 18 years of age he came to the city of Norfolk and at his country's call enlisted in the 1st Virginia Volunteers, being assigned to Company F, under the command of Capt. John Young, of Portsmouth. He served throughout the entire Mexican campaign, being present at the battles of Chapultepec, Resaca de la Palma and other noted engagements. At the conclusion of war with Mexico he returned to Portsmouth, Virginia, and engaged in commercial pursuits, shortly afterward being united in marriage to Elizabeth J. Mills, of Bell's Mills, Virginia. Upon the breaking out of the Confederate War he enlisted in the Norfolk Light Artillery Blues and served with them for a period of our months, when he was honorably discharged to accept the position of purser's steward on board the Confederate ironclad "Virginia," known to history as the "Merrimac," which vessel was then under construction at the Norfolk Navy Yard. Mr. Creekmur participated with great gallantry in the notable exploits of this famous vessel, which revolutionized the naval warfare of the world. He was one of her crew when she sank the U. S. S. "Cumberland" and destroyed the "Congress," sending dire dismay to the hearts of the people of the North. He was present at the memorable naval battle between the "Merrimac" and the "Monitor," in Hampton Roads, and remained on board of her until she was finally burned and sunk in the James River to avoid capture by the Federal troops. Returning home after the close of hostilities, Mr. Creekmur, when Pickett-Buchanan Camp, Confederate Veterans, of Norfolk, Virginia, was organized, became a member and was ever thereafter prominently identified with it and took a lively interest in all the affairs of the organization. He was also a member of the Mexican Veterans. Mr. Creekmur was a man of unswerving character and upright demeanor in life, and would scorn to do an ignoble act. He was a prominent member of the First Baptist Church, of Norfolk, Virginia, and took an active interest in all that concerned its welfare. Mrs. Isaac is his only surviving child and is naturally proud of her father's brilliant life and record. She is a member of Pickett-Buchanan Chapter, United Daughters of Confederacy, of Norfolk.

Religiously Mr. Isaac and his family are members of the Baptist Church, Mr. Isaac having been clerk of the First Baptist Church of Norfolk for four years. Politically he is a Democrat. He is also an Odd Fellow, belonging to Columbia Lodge, No. 144, I. O. O. F., of Norfolk, Virginia.

THE CITIZENS' BANK of Norfolk, Virginia, is one of the strongest financial institutions of the State. It was organized in May, 1867, with Richard Taylor as president, W. W. Chamberlaine as cashier, and the following di-

rectors: Richard H. Chamberlaine, W. W. Sharp, C. W. Grandy, D. D. Simmons, William H. Peters, G. W. Rowland, G. K. Goodridge, R. C. Taylor, Richard Walke, Jr., and Richard Taylor. The bank started with a paid-up capital of $50,000 and, having the confidence of the community, at once commanded a full share of public patronage. In 1872 President Taylor resigned, and was succeeded by Richard H. Chamberlaine, who died in office, in July, 1879. William H. Peters succeeded Mr. Chamberlaine as president of the bank, and continued as such until July, 1900. In January, 1877, Walter H. Doyle was elected assistant cashier, and in 1879 as made cashier, W. W. Chamberlaine having resigned. Mr. Doyle was chosen president in 1900 as the successor of Mr. Peters. In July, 1885, the capital was increased to $100,000, $40,000 of which was capitalized from the surplus fund, and the remaining $10,000 was paid in by the stockholders. In July, 1889, the capital was further increased to $200,000, $50,000 coming out of the surplus fund, and $50,000 being allotted to desirable depositors, not stockholders. In October, 1891, the capital of the bank was again increased to the present amount, $300,000. The increase was allotted to and taken by the stockholders. The dividends declared since the organization of the bank, in May, 1867, aggregate $462,185.50, being 454 per cent. The surplus fund and undivided profits have steadily accumulated and now aggregate $240,000.

The Citizens' Bank was started where the Savings Bank of Norfolk is now located, and in 1885 was removed to the Dodson Building. January 19, 1899, it was moved to its present location, the old St. James Hotel site. The bank building consists of seven stories; it is of the skeleton-steel-construction type of architecture, is absolutely fireproof and has a frontage on Main street of 54 feet and a depth of 137 feet. A glance at the handsome structure shows it to be of the Italian Renaissance style, the walls being of hard-burned brick throughout, faced with pressed brick of old gold tint on all four sides, and trimmed with Worcester stone and terra cotta. The entire first floor, with the exception of a handsome entrance, is devoted to the bank. The upper floors are divided into offices of various sizes, of which 115 are used for renting purposes. Every facility known has been placed at the disposal of the tenants of the building. Two hydraulic passenger elevators and a large steel staircase, with marble steps, permit access to all the floors, while in the rear there is a special freight elevator. A mail chute is placed in the hallway, extending from the mail box in the first story to the top of the building. Each floor is furnished with toilet rooms, while in the basement a room has been provided for bicycles. A complete electric light plant, owned and operated by the bank, furnishes light for the entire building. The Warren-Webster system of steam heating on the indirect plan is used, while the sanitary plumbing is perfect. The banking room proper, on the first floor, is a scene of beauty, never to be forgotten by the visitor. The desks, handsome, substantial affairs, are arranged in the center, surrounded by cages of marble and wrought metal, with aisles next to the wall, giving access to the president's and cashier's private rooms, coupon rooms for ladies and gentlemen, a handsomely furnished directors' room, an employes' room and a toilet room. The banking room and entrance hall are handsomely wainscoated with marble and floored with marble-lithic tiling. The officers' and directors' rooms are wainscoated with quartered oak. In the latter is a massive mantlepiece of the same wood, artistically carved. A mezzanine story in the rear of the banking room contains storerooms for the bank books, employes' dining rooms, kitchen and pantry. A cistern, having a capacity of 10,000 gallons, furnishes excellent drinking water for each floor. The main feature, however, of the banking room is the magnificent vault, absolutely fire and burglar-proof, and one of the finest in the country. This vault is built free from



EDWARD W. FACE.

contact with the walls of the building, and is only connected with the floor of the bank at the entrance of it, leaving a space open down to the basement floor, the space between the vault and the walls being about two and one-half feet. This vault is about 14 feet wide by 18 feet long, and is divided into two floors. The lower department is devoted to the storage of silverware. The upper portion is divided into two departments, separated by iron grills. The first department is devoted to the safety deposit department, wherein are 370 boxes, which are rented to the public at from $5 to $40 per annum, according to size. The entrance to the vault is guarded by a massive door, weighing just seven tons, which moves on ball-bearing hinges, and can be moved by a child. The door is operated by an automatic time-lock. Behind a vestibule of several feet are double massive doors, opened by a combination lock. These are four and a half inches thick and are made of the best and hardest steel. The vault, which is of steel throughout, is perfectly air-tight and water-tight. The facing is of Italian marble from the old Convent Quarries at Siena, as is also the wainscoating and counters in the banking room, the same as used in the Congressional Library at Washington. This presents a beautiful view. In order to guard against any and all contingencies, the vault is supplied with an electrical device for the purpose of winding the clock and thereby prolonging the opening period, in case of a fire or riot. This device is new and is a patent of Mr. Hollar of the Hollar Lock Inspection and Guarantee Company, the designers of the vault. Thus it may be seen that the Citizens' Bank is as absolutely safe against fire and burglary as human ingenuity can make it.

The bank transacts a very large legitimate banking business, such as receiving deposits, negotiating loans, buying and selling stocks and bonds, exchange, etc. As the thermometer indicates the rise and fall of the temperature of the day and season, so the bank indicates the depression or buoyancy of the business of the city. The bank may be likened unto the heart, the cash which continually flows back and forth between the bank and the people, corresponding with the blood that circulates through every artery, at each pulsation, and thus keeps alive the human body, which would otherwise become inanimate. There is a continual current of cash flowing from the banks through all the arteries of trade, day in and day out, which is their sustenance and support, just as the blood from the heart constitutes the vitality of the human frame. The presence, therefore, of a live, substantial bank in a city is an indication of a powerful pulsation, plenty of cash permeating the entire commercial system, and a healthy condition of every branch of business. The Citizens' Bank is one of the great hearts of the commercial, manufacturing and agricultural bodies of this city and State. What a history of success is connected with the institution, which has been fostered with conservatism and built up by the acumen and ability of a management that deserves to rank with the leading financial enterprises of the South.

Tench F. Tilghman, cashier of the institution, above described, was born in Norfolk in 1868, and is a son of Tench F. Tilghman, Sr. The father was born in Talbot County, Maryland, and came of a prominent old family of that State. He was an engineer by profession, but died at an early day. He was joined in marriage with Elizabeth Barron, a daughter of George W. Camp, of Norfolk, for many years cashier of the Exchange Bank of Virginia.

EDWARD W. FACE, a highly respected and valued citizen of Norfolk, Virginia, whose portrait accompanies this sketch, is a prominent manufacturer of brick, a line of business he has followed here for almost half a century. He was born at Fortress Monroe, Virginia, May 14, 1829, and is a son of Edward and Catherine (Heffley) Face.

Edward Face was born in 1808. He was a carpenter by occupation and sent by the government, under Captain Hill, commander of the fort at that time, to Chattahoochee, Florida, to build an arsenal for the protection of the ammunition there. While on this duty he was drafted by the State to take part in the war with the Seminole Indians. As the arsenal was then being built he put in a substitute, paying $100 and a horse, but the substitute got only a short distance away when he was killed by the Indians. Mr. Face and his family were frequently obliged to seek refuge in the arsenal during the war, Edward W. being then about five years old. After the completion of the arsenal and the conclusion of the war, Edward Face was very successfully engaged in mercantile pursuits. After President Jackson vetoed the National Bank Bill, State banks sprang up and the money became almost worthless. For this reason, combined with the ill health of Mrs. Face, Mr. Face moved his family to Philadelphia. He subsequently took his family to Hampton, Virginia, and upon returnin gto his business in Philadelphia found that his partner had sold out and pocketed much of the money. His death occurred soon after, leaving a widow and five small children. Mrs. Face was born in Philadelphia, Pennsylvania, and came of a sturdy Dutch family of that State. She possessed all the energy and thrift of her race, and imparted these qualities to her children, whom she brought up and educated in admirable fashion. All of her children grew to maturity, and of their number, E. W. Face is the sole survivor. She died in 1876, at the age of 71 years, and is buried at Elmwood Cemetery, Norfolk City. She always regretted the fact that her husband was buried in Florida, so far from home, and the subject of this sketch promised her that when he was able he would bring the remains to the family lot for reburial. Accordingly, some years ago, he went to Florida and was conducted to the spot at the old Spanish fort. Finding the remains almost intact, they were removed to Norfolk and placed by the side of the departed wife. Five children were born to Edward and Catherine (Heffley) Face, namely: William H.; Edward W.; Vandalia E., wife of Jesse Ewell; Virginia, wife of Larkin Davis, of Norfolk; and Samuel A.

Edward W. Face attended the school conducted by John B. Carey at Hampton, Virginia, and after his school days was apprenticed to the trade of a carpenter. He remained at that but a short time, when he became apprenticed to Henry W. Herbert, and served thus five and a half years. He then went to Washington, D. C., and after working there three years removed to Norfolk, Virginia, where, in 1855, he began to work at his trade as a bricklayer. It was just prior to this date that the yellow fever was raging and wiped out many entire families in a short period, hardly enough surviving at times to bury the dead. Graves could not be dug fast enough and coffins had to be brought from Baltimore, and as a result the dead were buried in trenches. Mr. Face continued at his trade until 1888, when he began the manufacture of brick, having bought out the establishment of William H. Turner, who was his ardent friend, and contributed much to his early success, for which Mr. Face will always feel grateful. He began on a small scale and each year the business was increased. An output of 5,000 bricks per day was then considered very large, but at the present time he turns out about 30,000 daily. He employs about 40 men and has four barges and a tug to bring clay from the Nansemond River. He has one shed with a capacity of 500,000 bricks and two with a capacity of 300,000 each. There is a demand for all he can manufacture, and during the year 1901 he had but few brick left in the yards. When Mr. Face first came to Norfolk, there were no houses in the beautiful part of the city in which he is now located. It was called "Gun Point," because the cannons were fired here to avoid breaking

windows in the residences. He has taken an active part in the development of the city and has held various offices of public trust. He served two terms as councilman and refused to serve longer. During his second term he offered the resolution disbanding the volunteer fire department and establishing a paid department. In consideration of that action he was made fire commissioner for the city and served in that capacity seven or eight years. He was then appointed fire marshal by Judge Burroughs. He was appointed harbor master by Gov. William E. Cameron, and served 26 months. Upon the death of Captain Kennedy he was appointed to succeed that gentleman as powder officer and was afterward appointed by Governor Cameron for a full term of four years.

Mr. Face was joined in marriage March 27, 1851, with Elizabeth W. Dunbar, a native of Norfolk, and a daughter of James and Ann Dunbar, old and highly esteemed residents of Norfolk, who are deceased. Mrs. Face is a great-granddaughter of Capt. Jonathan Barret, of the Continental Army. Six children were born to bless this union, namely: Sarah C., widow of William K. Furguson; Walter E., who first married Annie E. Powell, and after her death, was united to Egmont S. Shine; Florence B., wife of Almore Reed, of Baltimore, Maryland; Louise D., wife of W. A. Minter; George S., who married Edmonia V. Powell; and Lillie, who lives at home with her parents. March 27, 1901, Mr. and Mrs. Face celebrated their golden wedding anniversary. A large number were present, but none who attended the marriage ceremony 50 years before, they having passed away or moved to distant homes. It was an event of rejoicing and congratulation. Mrs. Face and all the children are members of the Presbyterian Church. The subject of this sketch is very fond of travel, and in 1900 visited the Paris Exposition. He has been to Cuba and Mexico, and in 1901 attended the Pan-American Exposition. He is one of Norfolk's most highly esteemed citizens.

LCLAY KILBY, one of the most progressive business men of Norfolk, Virginia, was born in Suffolk, Virginia, in 1852, and is a son of Hon. James R. Kilby. His great-great-grandfather fought in the Revolutionary War, under John Paul Jones, and was in the celebrated fight between the "Serapis" and "Bonhomme Richard."

Hon. James R. Kilby was born in Hanover County, Virginia, December 31, 1819. His father died and the widowed mother, having sole charge of a number of small children, was unable to give him the education he otherwise would have had. Although his attendance at school amounted to little, he became a very learned man through individual study and research. At the age of 14 years he became assistant to the clerk of the court of Nansemond County, and a few years later accepted a position as deputy sheriff of that county. In the meantime he had determined to prepare himself for the practice of law, and qualified himself for that profession during his incumbency of the above named positions. He was licensed to practice, and in time became a well-known public figure in Virginia, both as lawyer and in connection with the affairs of his State. He was a State elector and served in State and National conventions. He represented Nansemond County in the General Assembly of Virginia in 1851, 1852 and 1853, and was a member of the convention held at Richmond in April, 1861, which passed the ordinance of secession. He was sheriff of Norfolk County one term, and after his removal from Portsmouth to Suffolk practiced his profession for a period of 30 years. He was a

devout Christian and joined the Methodist Episcopal Church in 1843. Three of his children are living, namely: Mrs. Dr. W. W. Murray, who resides in Suffolk, Virginia; Judge Wilbur J., also of Suffolk; and L. Clay.

L. Clay Kilby received a good educational training at Randolph-Macon College in the sessions of 1869-1870. He then took a course of study in Bryant & Stratton's Business College, during the fall of 1870. He came to Norfolk as a clerk for the Kilby & Ashburn Lumber Company, and was afterward in the employ of the John L. Roper Lumber Company for a period of nine years, having full charge of its immense shipping department. He then formed a copartnership with Robert Johnson, under the firm name of Johnson & Kilby, as general merchandise brokers, manufacturers' and packers' agents. In January, 1898, this firm was dissolved and Mr. Kilby has since continued in the business alone. He has attained a high degree of success and represents some fifty houses of manufacturers and packers, among which is the American Sugar Refining Company. Mr. Kilby has taken an enthusiastic interest in all that pertains to the welfare of Norfolk and the county in general, and has identified himself with all organizations tending to the betterment of the public conditions. He served as a member of the Board of Health in 1894, having been elected on the Prohibition Reform ticket. He was one of the organizers of the Norfolk Society for the Prevention of Cruelty to Animals, in 1891, of which Mr. Irving was president two years. Mr. Kilby then succeeded as president, and has since continued in that capacity. His work as such has been in the nature of a blessing to the horses; through his society and other similar bodies, the passage of splendid state laws was secured for the prevention of cruelty to animals. His efforts as president of this body have been attended by success, and he has gained the hearty approval and co-operation of the best citizens of Norfolk.

Mr. Kilby was joined in marriage with Susie Borum, a daughter of the late Samuel R. Borum, and they have two children living, Annette and Elizabeth. The subject of this sketch has been an active member of the Y. M. C. A. for some years, and has taken an active interest in all worthy enterprises of a like character. He is a member of the Epworth Methodist Episcopal Church, South, of which he has been treasurer for the past 15 years. He was assistant superintendent of the Sunday-school for 17 years.

JOHN COLLINS ARMISTEAD, a member of the firm of Armistead & Myers, engaged in the real-estate and insurance business in the city of Portsmouth, Norfolk County, Virginia, is a member of one of the prominent families of Norfolk County. His seventh maternal ancestor was one of the earliest landowners of Virginia and possessed property granted by Queen Anne in 1719. Mr. Armistead was born in Norfolk County and is a son of Beverly A. Armistead and grandson of Francis N. Armistead. Francis N. Armistead came to Norfolk County from Maryland. Beverly A. Armistead was born three miles from Portsmouth, where he lived all his life. He was at one time president of the Bank of Portsmouth, succeeding Mayor Grice, after that gentleman's death. Beverly A. Armistead died in 1886, aged 52 years. He had been retired from active business duties for several years prior to his death. He married Laura Collins, who was born in Portsmouth, and was a daughter of John Collins. She died in 1895. Her great-grandfather was the second rector of Trinity Protestant Episcopal Church, at Portsmouth. Besides the subject of this sketch, Mr. Armistead and his wife reared five children, as follows: Mrs. William Hart; Mrs. E. Alexander Hatton; Francis Noble, who died aged 21 years; and Margaret B., the wife of Rev. Z. S. Farland, the rector of St. John's



CAPT. IRA W. TAPLEY.

Protestant Episcopal Church, of Portsmouth. Rev. Mr. Farland is a Virginian by birth; he attended William and Mary College, and the Theological Seminary of Virginia. He took up the ministry at Richmond, where he was rector of St. Paul's Church for a number of years. In 1896 he removed to Portsmouth to accept the rectorship of St. John's Protestant Episcopal Church.

J. Collins Armistead, whose name heads these lines, attended the high school at Portsmouth, Virginia, and also the Episcopal High School at Alexandria, after which he went to McCabe's school at Petersburg. A year after his return to Portsmouth he engaged in business. He is interested in various enterprises and is president of the E. D. Clements Dry Goods Company. The real-estate and insurance firm of Armistead & Myers is one of the best known in Portsmouth, and conducts a large business, which increases annually. Mr. Armistead is notable for keen business perception, sound judgment and reliable business methods, and is considered one of the most trustworthy men of the city.

The subject of this sketch is a member of the Masonic order. Religiously he is an Episcopalian.

WILLIAM F. SMITH, who is master shipwright of the Norfolk Navy Yard, Norfolk, Virginia, was born in Baltimore, Maryland, and is a son of William F. Smith. His father conducted a shipyard in Baltimore for many years.

William F. Smith, the subject of this sketch, learned the trade of a ship-builder with his father, and in 1856, at the age of 19 years removed to Norfolk, Virginia. He entered the Navy Yard as a journeyman, and was soon after made quarterman and later foreman. His marked ability was again recognized by promotion and he was made master shipwright, a position he has since retained with great credit to himself. His first work in ship-building was on the "Colorado" and "Roanoke." The mast-house, block-makers' department and cooper shop of the Navy Yard are all in one building. From 75 to 80 shipwrights are employed, together with about 12 spar-makers, 6 coopers and from 20 to 30 calkers, all of whom are under Mr. Smith's supervision.

Mr. Smith married Martha B. Nottingham, whose father was formerly employed at the Navy Yard. They have two children, Mrs. Aurelia G. Alexander, and Robert Irvin, both of Portsmouth. Mr. Smith was reared in the Episcopal faith, while his wife is a Methodist. He did not serve in the army during the war but was for many years a member of a rifle company before the war. He performs his duties in a faithful, conscientious manner, having a thorough knowledge of his trade, and is one of the oldest employes of the Norfolk Navy Yard.

CAPT. IRA W. TAPLEY. Among the many well-known sea captains in the employ of the Old Dominion Steamship Company, is the gentleman whose name heads these lines, who has his home in Brooklyn, New York. He was born at West Brooksville, Maine, September 12, 1855, and is a son of Thomas and Lucy H. (Wasson) Tapley.

Capt. Thomas Tapley was a master mariner for 40 years and sailed in many parts of the world. He followed the life of a seaman from the time he was 10 years old until his retirement some years ago. He is now enjoying the pleasures of home life at West Brooksville, where he has lived for many years. Of seven children born to Captain Tapley and his wife, all are living, and their names are as follows: O. L., a merchant; Ira W.; O. W., a dealer in insurance; T. S., a physician; Eugene, also a physician; Lucy H.; and Mrs. Eliza C. Smith. Capt. Thomas Tapley and his wife celebrated their golden wedding August 26, 1901, and at

their table 20 children and grandchildren sat down to dinner.

Ira W. Tapley, whose name heads this sketch, grew to manhood in West Brooksville, where he was taught in public and private schools. At the age of 15 years he began his sea-faring life as deck-boy on his father's vessel, and was in the Mediterranean and South American trade. He has filled all the positions from deck-hand to master, becoming a captain at the age of 30 years. His first vessel was the "Hessian Republic," a steamer of about 1,100 tons, and he sailed between Boston and Hayti. He has been in the employ of several steamship companies. His duties with the Old Dominion Steamship Company began in 1880, when he was master of the "City of Columbia." With the exception of a short time he has been in the service of that company ever since. The three vessels which he has commanded since entering the company's employ are the "City of Columbia;" the side-wheeler, "Old Dominion;" and his present command, "Jamestown." The "Jamestown" is a vessel of 3,000 tons, and is one of the finest ships owned by the Old Dominion Steamship Company.

Captain Tapley was wedded to Carrie A. Stover, of Brooklyn, New York, and they have two daughters, Mildred W. and Carrie E. He is a member of the Royal Arcanum. He has always been very fortunate in his sea career, and is an excellent commander, highly esteemed by his employers and by those whom he has in charge. His portrait accompanies this sketch.

RICHARD B. FENTRESS, a gentleman whose career in the business world has been marked by the greatest activity, is identified with numerous enterprises which have been a credit to the city of Norfolk, as well as to their promoters. He is president of the Norfolk Refrigerating & Storage Company, and also of the Norfolk Cutlery Company.

Mr. Fentress was born in Princess Anne County, Virginia, May 29, 1863, and is a son of Richard Fentress—coming of a prominent old Virginia family. He attended the public schools and was reared on a farm. After two years spent in the retail grocery business he founded the commission business of C. W. Fentress & Company, wholesale dealers in butter and cheese. They built up a very large trade and exported the products of Virginia to a large extent. In 1898 a stock company was formed with Richard B. Fentress as president; Charles Wesley Fentress, vice-president; and B. Watkins Leigh, secretary and treasurer. In 1899 they purchased the premises from No. 24 to No. 26 Foster's lane, which were then occupied by a few old dwellings, and there caused to be erected one building, five stories high, and 95 by 125 feet, in dimensions; one building, five stories high, and 50 by 80 feet in dimensions; one building of three stories, 25 by 269 feet in dimensions; and one, three stories high, 25 by 80 feet in dimensions. The storage capacity is 500 cars and the buildings are complete in every detail of equipment. The capacity of the plant is being enlarged in order to meet the great increase in demand. The company now employs about 20 men. Mr. Fentress is president of the Norfolk Cutlery Company, which succeeded the old Bridgeport Silver Plate Company, in February, 1901, and manufactures all kinds of silver plated cutlery. This company employs about 100 men, and its officers are Richard B. Fentress, president, and S. Q. Collins, vice-president. Its directors are Richard B. Fentress, S. Q. Collins, W. T. Simco, A. E. Krise, B. Watkins Leigh and A. F. McFarland. An idea of the enormous business transacted may be gained from the fact that the weekly pay-roll is between $800 and $1,000. Mr. Fentress is one of the organizers of the Belt Line Stock Yards, of which he is secretary and treasurer. He is associated with the Wiltten Manufacturing Company, manu-

facturers of tankage. He has submitted to the Council, and is about to be granted, a franchise for a hot-and-cold-air distributing plant. He has done considerable building in Norfolk, alone, as well as in association with others. He built two blocks of modern residences on Hamilton avenue and three residences on Mowbury Arch, where his own residence is also located. Although a man of great prominence in the community, he has never sought to turn his popularity to political advantage.

Mr. Fentress was united in marriage with Lottie L. Gunn, a native of North Caroline, and a daughter of W. H. Gunn, of Norfolk. They have three children: Charles Linwood; Milton A.; Mabel L.

Mr. Fentress has recently secured a franchise in Baltimore, Maryland, for a cold storage plant, the plans for which are being drawn. The plant will be constructed as soon as the plans are completed, at an estimated cost of $1,500,000.

HON. HARRY LEE MAYNARD, a gentleman who has done much toward the development of the city of Portsmouth, Virginia, is the Representative of this Congressional District in the United States Congress. He was born June 8, 1861, at Portsmouth, and is a son of John W. Maynard. The latter was born in Virginia, resided in Norfolk County after the war and was engaged in truck farming until his death, in 1897. His widow, a daughter of John C. Neville, is now living, at the age of 62 years.

Harry Lee Maynard was educated in the public schools of Norfolk County, and the Virginia Agricultural and Mechanical College, from which he was graduated in 1880. He then moved to Portsmouth, became a clerk in a wholesale house, and for many years was connected with a New York wholesale commission house. He has always taken an active part in political affairs, and in 1890 was elected a member of the House of Delegates. In 1894 he was elected to the State Senate and re-elected to that body in 1898. While serving in that capacity he was elected to Congress, in November, 1900, and is proving one of the most able representatives this district has ever had. During the last 10 or 12 years he has been engaged in the real-estate business, with an office in the Commercial Building. He is an official in different enterprises, and is a director of the Portsmouth Dime Savings Bank. He is identified with various land improvement companies and other enterprises tending to improve Portsmouth.

Mr. Maynard was united in marriage with a daughter of E. C. Brooks, and they have five sons and one daughter.

DR. JOSEPH GRICE, who is engaged in the practice of medicine in Portsmouth, is one of the most prominent of the young physicians of Norfolk County, Virginia. He is a native of that city, as was his father, Maj. George W. Grice.

The Grice family in America dates back to an early period in the eighteenth century, when an ancestor came from Wales and settled in Delaware. He married a daughter of Walter Martin, who came from England and purchased a farm in Pennsylvania. They had a son, Francis Grice, who was born March 29, 1732. He married Mary Brockenborough, whose parents were from England, and they had the following children: Francis and Charles, who settled in North Carolina; and Joseph, the great-grandfather of the subject of this sketch.

Francis Grice, son of Francis and Mary (Brockenborough) Grice, enlisted in the Revolutionary War in the spring of 1776, at the age of 17 years, and served with credit in various capacities. He was taken prisoner by the British, and many were the hardships he

endured. He was exchanged in January, 1780. His later life was mainly spent in building government ships at his private shipyard at Philadelphia. He married Mary Smith, December 12, 1780, and their children were,—Francis; Samuel; Charles; George; Joseph; and another who died young.

Joseph Grice, the great-grandfather of Dr. Grice, moved from Philadelphia to Virginia some time between 1812 and 1818, and with his sons engaged in furnishing large supplies of timber to the government. His son, Joseph, grandfather of the Doctor, married Abby Cox, July 26, 1823. She was a descendant of some of the early settlers of New Jersey, her father having been a soldier in the Revolution. When Mr. Grice died he left a widow and three children, of whom the oldest was George W.

Major George W. Grice was born at Portsmouth, Virginia, May 16, 1824. His father died in 1831, and he was obliged to leave school at the age of 14 years, to support his widowed mother and his sisters. He soon won his way to the front, commanding the confidence and respect of all, and even as a young man, attained a high degree of success. He held many important public and municipal offices. In 1861, he was among the first to enlist in the cause of the South, being then chief magistrate of Portsmouth. By his plans and fine execution he materially assisted in causing the panic among the Federals, which resulted in their burning and evacuating the Gosport Navy Yard in April, 1861. He was later appointed captain and acting quartermaster in the Confederate service and assigned to duty as post quartermaster at Portsmouth. He was the representaive of the city who met the well-known 3rd Georgia Regiment and assigned it to quarters. When the brigade was ordered to evacuate Portsmouth in 1862, he marched with them as brigade quartermaster, and served in the battles about Richmond, ending at Malvern Hill. He was elected a member of the Senate of Virginia and served a number of terms. After his promotion on the staff of the army, General Taylor, in 1862 or 1863, asked for his transfer to the Trans-Mississippi Department, with plenary powers as assistant quartermaster general, but Major Grice declined the service. He was especially active in securing and promptly furnishing supplies to General Lee's army, and in this his services were invaluable to the cause. As chief of subsistence and transportation for the States of South Carolina, Georgia, and Florida, with headquarters at Columbia, South Carolina, he, by almost superhuman efforts, collected and forwarded to General Lee his sorely needed supplies. He continued to serve in that capacity until the close of the war. Upon receiving his parole he bravely faced the situation and encouraged others. He returned to Virginia in the fall of 1865, and immediately set to work to repair his shattered fortune. He assisted in founding the Bank of Portsmouth in 1867, and served as its president until his death. In September, 1875, he was elected president of the Raleigh & Gaston Railway, also the Raleigh & Augusta Air Line Railway, both now being parts of the Seaboard Air Line. These positions he filled only one month before his death from apoplexy, November 12, 1875. Major Grice first married Margaret Nash Edwards, who died in 1864, without issue. November 29, 1866, he formed a second union, wedding Henrietta Harding, of Norfolk, Virginia, and they had three children—Nenie, who died in infancy; George W., Jr., who died in childhood; and Joseph, the subject of this biography.

Dr. Joseph Grice was born September 29, 1869, and was primarily educated in the private schools of Portsmouth and Norfolk. In the fall of 1889, he entered the University of Virginia, where he took an academic course and a medical course, graduating June 14, 1893. He then went to New York and was on the staff of the City Hospital of New York City for a year and a half, in the meantime pursuing post-graduate work. In December, 1895, he entered upon his practice in Portsmouth and success has crowned his efforts in



CORNELIUS MICHAEL CRUSER.

the community. He has served as president of the Board of Health for two terms.

Fraternally, Dr. Grice is a member of the State Medical Society of Virginia; the Seaboard Medical Society of Virginia and North Carolina; and the Norfolk Medical Society, of which he is vice-president. In June, 1900, he was elected to the City Council of Portsmouth from the First Ward. He is a trustee of the Portsmouth Orphan Asylum. Religiously, he is a member of St. John's Protestant Episcopal Church, of which he is a vestryman.

CORNELIUS MICHAEL CRUSER, a well-known resident of Norfolk County, Virginia, whose portrait accompanies this sketch, comes of a very prominent family of this section. His earliest ancestors in America came from Germany in 1790, and settled near Port Richmond, on Staten Island, where at one time they owned a farm near the Sailors' Snug Harbor, a place of retreat for disabled sailors. The name of the family was spelled Krutzer until changed to the present style by Capt. Cornelius Cruser about 1833.

Capt. Cornelius Cruser and his family removed from Staten Island, New York, to Gloucester County, Virginia, and located on the York River, 15 miles above Yorktown. He embarked in the oyster business, of which he was one of the pioneers. The water-front along the river was owned by a few persons, some individuals holding as much as five miles' frontage, all of which they wished to retain. Being unable to buy Captain Cruser was forced to lease land for a home. With his sons, he embarked in the oyster business, owning a 20-ton vessel in which to carry oysters to New York. The oysters at that time were assorted according to size, the largest ones being placed by hand in the vessel, with the deep shell down, so that they would keep for a month or more. They were sold by the hundred. Their small boats made four trips to New York each season. Captain Cornelius Cruser had four children: Washington C.; Cornelius Crocheron; James Henry; and a daughter who was dorwned in York River by the capsizing of a boat.

Capt. Cornelius Cocheron Cruser, in 1853, moved from Gloucester County to Tanner's Creek, in Norfolk County, where he bought four acres of land from Michael Hendren and built the old homestead as it now stands. The house was framed on Staten Island, loaded on a vessel and brought to Tanner's Creek, where it was completed by a Northern contractor. The framing is of hemlock, the weather boards, of white pine, and the foundation, of New York pressed brick. He changed his business somewhat and began to plant oysters in Tanner's Creek. For many years he carried his own oysters to New York, but gave it up after moving to Tanner's Creek, disposing of his large vessels and using only small sloops, more suited to the place. Seeing the necessity of having labor he could control, he commenced to buy slaves and owned eight at the time of the outbreak between the North and the South. He was a Union man but took no part in the war. At that time he owned five small sloops, one of which was confiscated in York River, and another in Petersburg; aside from this he lost most of the money he had in the bank. At this time he had a great many oysters planted, and as he was shut off from Northern markets, he could only peddle a few in the city and to the soldiers. After the declaration of peace, his oysters that had been growing four years brought a good price from Northern buyers. He then bought several small sloops, and in connection with the oyster business began raising vegetables for Northern markets.

Capt. Cornelius C. Cruser was married, in 1845, to Margaret Ann Hendren, a daughter of Michael Hendren. The latter had a brother, Jeremiah Hendren, a Baptist preacher, who

founded Salem Church, near the cross-roads on Sewell's Point. He also had a sister, Ann, who married a Frenchman, Mr. Jefroy, who died young, and was survived for many years by his widow. Michael Hendren was of Irish descent. He was a sailmaker by trade, and went to New York in early manhood and carried on business there. He married a Miss Kelly and soon after removed to Virginia, where, in 1833, he bought a tract of 96 acres in Norfolk County, from Samuel Smith, in consideration of $1,200. This tract was situated where the Indian Pole Bridge now is; in fact, Mr. Hendren sold the right of way for the road and bridge through his farm. The Indian Pole Bridge was built in 1843, and a Mr. Talbot was its keeper for a period of 14 years, until his death. Mr. Hendren's first wife, Sarah, died September 9, 1840, at the age of 31 years. He was again married, and his second wife, Sarah Frances, died September 17, 1868, at the age of 66 years. Michael Hendren survived until June 16, 1871, when he died, at the age of 74 years. Eight children were born to Captain and Mrs. Cruser, five of whom are now living, as follows: Cornelius Michael, the subject of this biography; William Samuel; James Henry, a record of whose life appears elsewhere in this volume; Lola Ann (Bunting); and Hansford Thornton.

William Samuel Cruser, the second son of Captain Cruser, was married in 1878, to Mary Virginia Simpson, of Norfolk, and to them were born six children, four of whom are now living, namely: Maude Lillian, who was married in 1898, to William Loughran, of Norfolk; Mabel Lee; William Cecil; and Leroy Simpson.

Lola Ann Cruser was married March 2, 1886, to Robert L. Bunting, and of two daughters born to them, one, Gladys, is now living.

Hansford Thornton Cruser was first married, in 1879, to Josie W. Ironmonger, who died in 1888, leaving two sons, Newton and Hansford T., Jr. In 1889 he married Nannie Bell Powers, and six children were born to them, as follows: Arthur Loyd, Viva Arvilla, Edith Estelle, Audrey, Hazel Frances, and one who died young.

Ella Augusta, a daughter of Captain Cornelius C. Cruser, who died September 12, 1893, was married to George S. Bunting September 11, 1880.

Captain Cornelius Crocheron Cruser, who was born on Staten Island, New York, in 1818, died in 1901, at the age of 83 years, while at the home of his son, William Samuel Cruser, near the old homestead. His two brothers, Washington and James Cruser, lived in Gloucester County, Virginia; for political offenses during the Confederate War they were imprisoned for some time in Castle Thunder, a Southern prison at Richmond.

The three oldest sons of Captain Cruser continued in the oyster business many years, and now have some interest in the business.

Cornelius Michael Cruser started life under favorable circumstances, having a small capital and business, but was possibly too eager for quick riches. Embarking in a large business he bought a 70-ton schooner, but fate seemed to be against him. He was soon shipwrecked and lost all he had. With willing hands and a cheery heart he made a new start, but was again overtaken by the loss of his vessel. He then engaged in mercantile pursuits, in which his industry and persevering efforts were crowned with success. He was married in Baltimore, Maryland, to Mary Eliza Duncan, who is of Scotch descent, and two sons were born to them, namely: Clarence Milton, born September 30, 1867; and George Levi, born December 28, 1869, who is deceased. Clarence Milton Cruser was married, in 1895, to Emma U. Thomas, and they have had five children, as follows: Milton Hendren; Cornelius Clyde; Preston Delmar; and two who are deceased.

W. H. CUTCHIN, who is clerk in the commandant's office in the Norfolk Navy Yard, was born at Portsmouth in 1860, and is a son of Captain Nathaniel Y. Cutchin.

Capt. Nathaniel Y. Cutchin was born in Isle of Wight County, Virginia, and was a seafaring man until his retirement, having met with many exciting adventures during the war. Two of his vessels were run ashore and set on fire to avoid capture, the crews escaping in small boats. He was twice made prisoner and was in command of the side-wheel steamer "West Point," when she ran the fire of the blockading fleet at the mouth of the James River. Captain Cutchin delivered her safely to the proper authorities at Richmond, Virginia, where she was badly needed as a floating hospital for sick and wounded soldiers. The "West Point" was the last steamer to leave Norfolk flying the Confederate flag. Mr. Cutchin served in the City Council of Portsmouth for two terms, and was a member of the School Board at the time of his death, which occurred March 11, 1894, at the age of 72 years. He married Virginia Crocker, a native of Brooklyn, New York, and a daughter of Edward Crocker. Her father was a boatswain of the old navy and spent his last years in Portsmouth, dying at his home on South street. Virginia (Crocker) Cutchin passed away March 9, 1895, at the age of 62 years. Capt. Nathaniel Y. Cutchin and his wife reared six children, namely: N. E., who is chief engineer in the revenue cutter service and is stationed at New Bedford, Massachusetts; Hattie B., wife of Davis C. Bain of Portsmouth; W. H., the subject of this sketch; John; Aurelia, of Portsmouth; and Agnes.

N. E. Cutchin, the oldest brother of the subject hereof, was born in 1857, and was among the first to be enrolled as a pupil in the public schools of Portsmouth, Virginia, at that disparagingly spoken of as "free schools," through a popular prejudice that yielded only to time. Many of the young men of Portsmouth were among the first scholars of the public schools in the old academy building, on Glasgow, near Middle street. In 1879, he graduated from the Nautical and Engineering College of Philadelphia, Pennsylvania, and was commissioned a second assistant engineer in the United States Revenue Cutter Service, in 1883. He was promoted to be 1st assistant engineer in 1895, and in 1898 attained the rank of chief engineer. He served on vessels of the revenue cutter service in the Gulf of Mexico, and along the Atlantic and Pacific coasts, and was at times stationed in the Columbia River and Puget Sound. During 1887, 1888 and 1889, he was one of the officers attached to the revenue cutter "Bear" (made famous as one of the vessels of the Greely Relief Expedition in 1884, under Commander, now Rear-Admiral, W. S. Schley), cruising in the North Pacific, Behring Sea and Arctic Ocean, and in 1887 took an active part in the rescue, on the coast of Russian Siberia, of James Vincent, the only survivor of 18 men who were part of the crew of the ill-fated American whaling bark "Napoleon," which was crushed in the ice in May, 1885. On the return to San Francisco, from the cruise of 1888, the "Bear" brought back to civilization 160 shipwrecked men, picked up on the barren strip of land known as Point Barren, Arctic Ocean, the northernmost point of land on our continent. Their vessels had been caught in the ice and abandoned. The annual cruise of the "Bear" to the "Land of the Midnight Sun," among a strange people and in a strange land, is often exciting as well as interesting. In May, 1900, Mr. Cutchin was one of the five officers of the "Hudson" to receive medals awarded by joint resolutions of Congress, for "intrepid and heroic gallantry" in the action at Cardenas, May 11, 1898.

W. H. Cutchin was one of the first scholars of W. H. Stoke's school. He studied navigation and sailed with his father for 11 years. He returned to his home in Portsmouth in 1882, and purchased a farm on the outskirts

of the city. He became quite active in politics tics, and was elected magistrate of Western Branch district. After serving in that office for two terms, he was defeated by the candidate on the fusion ticket. In 1893, he was appointed to his present position as clerk in the commandant's office at the Norfolk Navy Yard. He is a trusted employe, and is highly esteemed by all for his splendid ability and faithfulness in the discharge of duty.

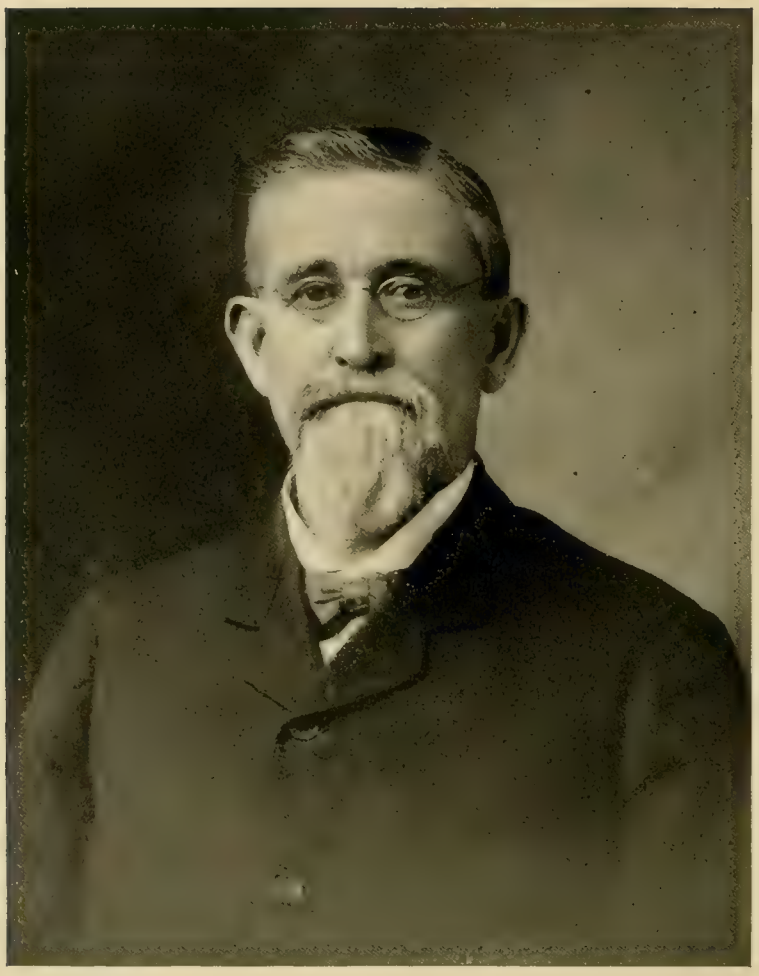
Mr. Cutchin married Laura F. Linn, who was born in Portsmouth, Virginia, and is a daughter of Charles B. Linn, who was a merchant of Portsmouth city for a number of years. Three children were born to this union, namely: Grace, John and Marion. They live on Prentis avenue, in Prentis Place. In politics, the subject of this sketch is a stanch Democrat. He is a member of the Royal Arcanum, and was at one time counsellor for the Senior Order of United American Mechanics. He is now a member of the annexation committee of Norfolk County.

W. S. RUDD, who has been a prominent resident of Berkley, Norfolk County, Virginia, for many years, is serving in an official capacity as sergeant of the town, his headquarters being in the Town Hall at the corner of Berkley avenue and Main street. He was born at Hampton, Virginia, June 19, 1844, and is a son of Edmund and Ann (Stanworth) Rudd, both natives of Virginia.

Edmund Rudd was a Virginian pilot and followed that vocation during nearly his entire active life. During the war between the States he was for the most part in the Confederate service and was engaged in piloting vessels up the James River after the blockade was ordered. He retired soon after the war. He was part owner of the pilot-boat "Hope," which was sunk in the James River by order of the Confederate government to help blockade the river. Mr. Rudd died at the age of 79 years. He was an old-time Whig and a strong supporter of the Confederacy. He and his wife were active in church work. His wife died in 1848, having given birth to four children, namely: Thomas, who lost his left leg in the Confederate service, and is now in the Soldiers' Home at Richmond; Mary E., wife of Hammet Sharpe, of Richmond, Virginia, born in 1840, and deceased in 1861; Edmund, who served four years in the Confederate army, and is now following the trade of a boiler-maker at Berkley; and W. S., the subject of this sketch.

W. S. Rudd attended the public schools of Hampton, Virginia, and after his school days lived with his sister in Richmond. He came to Portsmouth with his father's family, and learned the trade of a baker, with James Reed of Norfolk, Virginia. He subsequently moved back to Hampton, and later, when Norfolk and Portsmouth were evacuated by the Confederates, he was in the Union lines, working at his trade. While traversing his daily route on a bread wagon, he distributed most of the underground mail received through the lines for relatives of the Confederate soldiers, thus rendering an invaluable service to the cause. He did not see his own relatives again until after General Lee's surrender. He was married, in 1866, and was then engaged in the bakery business in Norfolk, on Church street, near Charlotte street, for seven years. In 1879 he removed his business to Berkley, where he conducted his bakery until 1890. In the meantime, he served seven years as special police officer under the appointment of the judge of the Norfolk County Court. In 1890 he was elected town sergeant, upon the incorporation of Berkley as a town, and served two years, after which he again conducted his bakery. He is now serving his fourth year, in a second term, as town sergeant, an office which he has filled in a most creditable manner.

Mr. Rudd was united in marriage with Sarah Virginia Petit, a native of Norfolk, and a daughter of John and Susan Petit, deceased.



DENNIS ETHERIDGE.

They became the parents of eight children, of whom the following are now living: Charles E., a machinist in the Norfolk Navy Yard, who married Ella Howard of Berkley; W. S., Jr., who is clerking for the N. Y., P. & N. R. R.; Walter S., who is an ordnance man; and F. M., who is an undertaker and embalmer. Mrs. Rudd is a member of the Baptist church. Fraternally, Mr. Rudd is past exalted ruler of the Elks.

DENNIS ETHERIDGE, whose portrait is herewith shown, is president and general manager of the Merchants' and Farmers' Peanut Company, which operates one of the largest peanut industries in the United States. From 85,000 to 100,000 bags of peanuts per year are cleaned, separated and graded, and employment is given to about 75 men and women. The company was established in October, 1886, with Mr. Etheridge as president and general manager, and M. L. T. Davis, as secretary.

Dennis Etheridge was born in North Carolina August 24, 1842, and is a son of Isaiah Etheridge. His opportunities for an education were very meager. He moved to Norfolk in 1872 and engaged in the commission business as a member of the firm of Etheridge, Fulgham & Company. He continued with that firm a number of years and then embarked in the peanut trade, and is now one of the best-known men identified with that business. Mr. Etheridge is a busy man but has found time to serve in the Council of Norfolk one term, although it was at the sacrifice of his business interests.

He bears an honorable record for service in the Confederate Army during the Intersectional War. He enlisted in the 61st Regiment, Virginia Infantry, and upon the reorganization of the Confederate Army joined Company F, 15th Regiment, Virginia Cavalry, of which John F. Cooper was captain. He participated in the battle of Gettysburg, Brandy Station, the Wilderness, Culpepper Court House, and others. He was captured at Luray and confined in prison for 14½ months.

Dennis Etheridge was joined in marriage with Louisa J. Cox, of North Carolina, in February, 1866, and they have six children, namely: Mrs. Sally Jackson; Mrs. Lillie Wombie; Elizabeth; W. E.; Lulu; and Myron. Fraternally Mr. Etheridge is a member of Ruth Lodge, A. F. & A. M., No. 89; and Pickett-Buchanan Camp Confederate Veterans, of Norfolk.

LONSDALE J. ROPER, the well-known cashier of the John L. Roper Lumber Company's plant at Gilmerton, Norfolk County, Virginia, has been an important factor in the progress and wealth of that prominent concern. He was born March 4, 1830, and is a son of William B. and Hannah (Lithgow) Roper, his native city being Philadelphia, Pennsylvania.

William B. Roper was born in England, but when still a young man determined to cross the ocean, and therefore came to America and located in Philadelphia, where he followed a successful trade as a marble-cutter. There he met Hannah Lithgow, a native of Philadelphia, who became his worthy helpmeet.

Lonsdale J. Roper attended the schools of his native city, and was a pupil in the Central High School there. He chose for his life work the trade of a wheelwright and coach-maker, and learned all the different branches of the trade while residing in Philadelphia. In 1869, he removed to Norfolk County, and chose Deep Creek for a location, the Baird & Roper lumber mills being located at that place, of which he was the efficient superintendent of the same until they were destroyed by fire. Then their location was changed to Gilmerton, where the John L. Roper Lumber Company was formed. Some time later he resigned his du-

ties as superintendent, to become cashier. He found the work of superintendent too heavy for one of his years, so, after serving the company faithfully for 20 years in that position, he assumed the lighter duties of cashier, his present occupation.

In June, 1853, while living in his native city, he was united in matrimony with Caroline M. Lake, who was born in Philadelphia, in January, 1830. He and his worthy wife reared a number of children, whose names are as follows: William D.; Alice L.; Joseph S.; Charles B.; David L.; and Thomas D. David L. departed this life November 6, 1901. Alice is the wife of J. D. Carey. In their religious life, the family are identified with the Baptist Church, of Gilmerton.

Mr. Roper affiliates with the A. F. & A. M.; I. O. O. F.; and K. of P. He has had an active, industrious career, one that would justify him in retiring and taking life easier, but his interest in the busy world is so keen, that he prefers to stay at his post and continue to do his best. He is highly honored and esteemed, and his influence is great among his fellow citizens.

JOSEPH J. RIDDICK, who is engaged in business at Great Bridge, Norfolk County, Virginia, was born in Gates County, North Carolina, March 6, 1850. He is a son of John and Margaret (Louis) Riddick, who were both natives of that county. John Riddick was a farmer by occupation, and was clerk in the court of his county, being an ardent Democrat in politics. He married Margaret Louis, and they reared 11 children. Those living are: Maggie L.; Fanny; R. M.; and Joseph J., the subject of this sketch.

Joseph J. Riddick was reared in North Carolina, and has been engaged in mercantile pursuits since first entering upon a business career. In 1884 he settled in Great Bridge, where he engaged in business in the store of George A. Wilson, afterward launching a business of his own. He carries a good stock, and supplies the various wants and needs of the residents of Great Bridge, and its vicinity. He possesses good business ability, and is fair and honest in his dealings.

In 1880, Mr. Riddick married Florence V. Wilson, a daughter of the late George A. Wilson, of Norfolk County. She was born at Great Bridge in 1855, and died in 1886. One child, Cecil, was born to this union. Mr. Riddick is a Democrat in politics, but does not aspire to office. He is a member of the Methodist Episcopal Church.

JAMES HENRY CRUSER, who has been engaged in the oyster business for many years, has a fine home at Cruser Place, Norfolk County, Virginia, where his family have been located for about a half a century.

The Cruser family is one of prominence in the county, and was first established in America in 1790, when some of his ancestors came from Germany and located on Staten Island. The family name was spelled Krutzer until changed to Cruser by Capt. Cornelius Cruser, about 1833. Captain Cruser removed from his home on Staten Island to Gloucester County, Virginia, being accompanied by his family. He was one of the pioneers in the oyster business, and shipped to New York City and other Northern markets. He had four children, as follows: Washington C., Cornelius Crocheron; James Henry; and a daughter, who was drowned in the York River by the capsizing of a boat.

Captain Cornelius Crocheron Cruser was born in 1818, on Staten Island, and like his father engaged at the oyster industry. In 1853, he moved from Gloucester County to Tanner's Creek, Norfolk County, where he purchased four acres of land from his father-in-law, Michael Hendron, and built the old homestead

which has since stood, having brought the frame of the house from Staten Island, and also the pressed brick for its foundation. In addition to the oyster business, he engaged in trucking, and shipped vegetables to Northern markets. During the Intersectional War, he was a Northern sympathizer, but did not participate in the struggle. During that period the oyster industry was at a standstill, owing to the closing of Northern markets to shipments, and the Captain lost all the wealth he had accumulated. His oysters had a growth of four years, and were of such size as to command a high price when the markets were again opened. He died in 1901, at the advanced age of 83 years.

Capt. Cornelius C. Cruser was married, in 1845, to Margaret Ann Hendron, a daughter of Michael Hendron, who was prominent among the early residents of Tanner's Creek. Eight children blessed this union, of whom the following grew to maturity: Cornelius Michael, whose sketch appears elsewhere in this work; William Samuel; James Henry; Lola Ann, wife of Robert L. Bunting; Hansford Thornton; and Ella Augusta (Bunting), who died in 1893.

James Henry Cruser was united in marriage, January 9, 1885, to Emma Etta Parker, a daughter of Benjamin and Anna Parker, both of whom came from England, where they were born, reared and married. Mr. Parker became a citizen of this country, and during the war with the South enlisted in the Union Army, and gave his life in the interest of that cause. His widow married Thomas Reynolds, and is now living. James Henry Cruser and his wife became parents of the following children: Olive B., born April 15, 1886; Amber E., born July 17, 1887; Melvin, born July 28, 1889; Lawrence C., born December 12, 1890; Gilbert M., born January 18, 1892; James O., born March 18, 1893, and deceased October 7, 1895; Myrtle, born November 28, 1895; James R., born April 22, 1897; Coral C., born February 20, 1900, and deceased July 10, 1901; and Violet, born September 3, 1901. Mr. Cruser built at Cruser Place a very fine home of 11 rooms, which is arranged and equipped with modern conveniences. He takes a deep interest in the prosperity and progress of his town and community, and stands high among his fellow men.

ROBERT ARMISTEAD STEWART, M. A., PH. D., the only child born to Col. William H. and Annie Wright (Stubbs) Stewart, was born in Portsmouth, Virginia, March 9, 1877.

Robert A. Stewart's primary education was conducted in Portsmouth, first in the primary school and later in the Portsmouth Academy, and Portsmouth English and Classical School. Afterward, he attended Col. Hillary P. Jones' School, in Norfolk. He matriculated in the academic department of the University of Virginia in September, 1894, and took the degrees of Bachelor of Arts and Master of Arts, June 15, 1898. He was for two years assistant to Maj. Horace Jones, principal of the University High School at Charlottesville, while pursuing his course at the University. For the session of 1899-1900, he was called to fill the chair of French and German at Wofford College, Spartansburg, South Carolina, in place of the regular professor, who was on leave in Europe. Upon leaving that institution, Dr. J. H. Carlisle, president of Wofford College, wrote as follows: "He leaves a good record here, and carries with him the respect, confidence and good wishes of professors and students." Mr. Stewart returned to the University of Virginia for the session of 1900-1901 for post-graduate study, and received the degree of Ph. D., June 12, 1901, being the youngest man to whom the honor was ever awarded by that institution. During the same session he was assistant in Teutonic languages, and associate editor, with Dr. James A. Harrison, on the 16-volume edition of Edgar Allen Poe's works,

published by T. Y. Crowell & Co., of New York. He is now assistant in Romance languages at Tulane University, New Orleans, Louisiana.

HON. JAMES MILNOR KEELING, a leading attorney of Norfolk, who for a long term of years was judge of the County Court of Princess Anne County, Virginia, was born in that county August 31, 1844. His family is one of the oldest in Virginia, the first settler being Thomas Keeling, who came from England to what is now Princess Anne County in 1635. The family homestead, which passed into other hands in 1881, has been continuously in the hands of the Keelings since 1693. The father of the Judge was Solomon S. Keeling, born in 1805, died in 1881, who was the son of Adam Keeling, born in 1745, who served in the Revolutionary War as a lieutenant in the light horse cavalry, and died in 1805. Solomon S. Keeling married Martha Peters, a daughter of Milnor Peters, a business man of Norfolk.

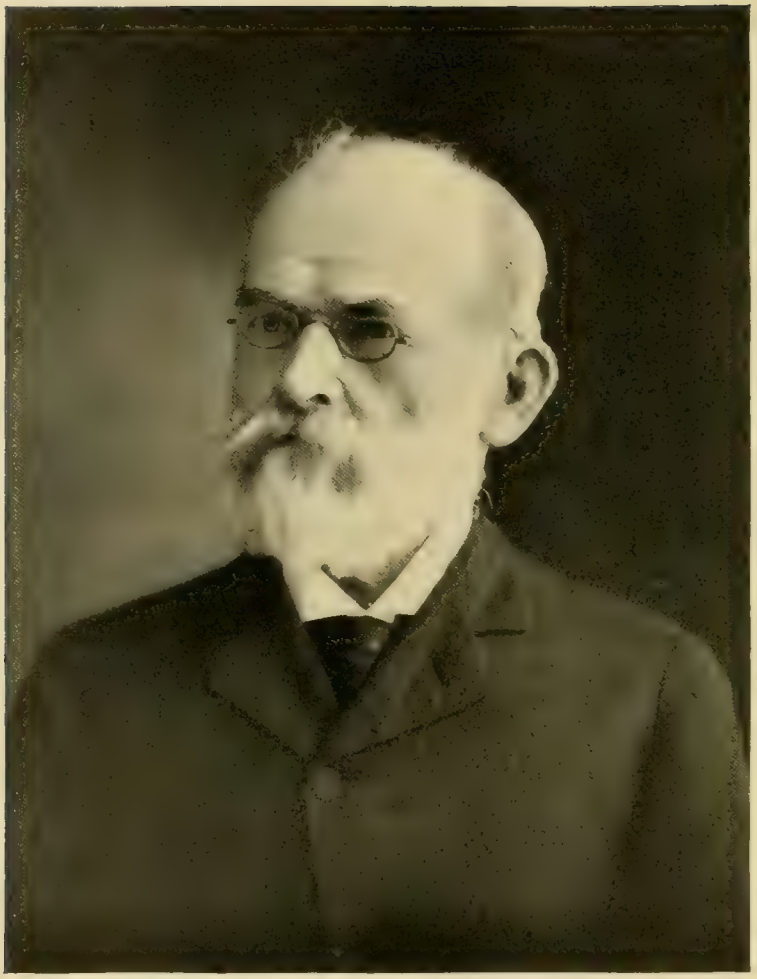
Judge Keeling was reared at the homestead, and at the age of 15 years entered the military academy of Prof. N. B. Webster, at Portsmouth, and subsequently the academy of William R. Galt, where he remained for two years. But it was difficult for Virginia youths to confine their attention to text-books at that period, and on March 8, 1862, the day of the memorable encounter between the Virginia and Monitor, he left school to enter the Confederate service. Joining the Chesapeake Cavalry on April 1, 1862, he led the adventurous life of a trooper throughout the remainder of the war, being promoted to sergeant, and, on occasions, commanding his company. He was in the battle of Gaines' Mill, Seven Days before Richmond, Culpeper Court House, the Wilderness, Spottsylvania Court House, Brandy Station (where he was wounded by a saber-cut on the right hand), Beaver Dam Station, Luray, Winchester, Cedar Creek, Dumfries, Ream's Station, Raccoon Ford, Stevensburg, Trevilian and Lacey Springs. He participated in Staurt's celebrated raid around the army of Burnside, was with Stuart at Yellow Tavern, and bore a message from him, shortly before he was killed, to Col. Henry Clay Pate. For a short time, Sergeant Keeling served as courier for Gen. Fitzhugh Lee.

The war over, Mr. Keeling studied law for three years under Alexander Coke, of Princess Anne County, and, having been admitted to the bar in 1868, actively engaged in the practice of his profession in 1872. On June 18, 1875, he was appointed judge of the County Court of Princess Anne County by Gov. James L. Kemper. In this position he was continued by legislative election in the fall of 1875, and again in 1879, 1885 and 1891. After continuous service upon the bench for 21 years, he resigned in 1896, and removed to Norfolk, to resume the practice of his profession as a member of the bar.

Judge Keeling is a past district-deputy grand master in the Masonic order, and maintains a membership in Pickett-Buchanan Camp, Confederate Veterans, of Norfolk, besides having other fraternal connections. He was married in November, 1876, to Annie Whiddon Shepherd, formerly of Norfolk, Virginia. They have one child, Sarah Camp.

RICHARD HENRY BAKER. The distinguished Baker family is of English ancestry and of ancient residence in the Old Dominion, one of the American founders of the family having been knighted by King Charles in the seventeenth century.

Richard H. Baker was born in Nansemond County, Virginia, in 1826. His early educational training was at the Norfolk Academy, and afterward at the Episcopal High School, near Alexandria, Virginia. After the com-



M. D. EASTWOOD.

pletion of his studies at this admirable school, he took the full course at the University of Virginia, graduating with the degree of B. L., in 1850. From 1870 to 1875, he was a member of the State Board of Visitors at that institution. He began to practice law in Norfolk as soon as he graduated; in 1879, he took in his son as a law partner, and the firm of Baker & Baker still exists. During the administration of President Fillmore, Mr. Baker was judge-advocate of the naval courts at Norfolk. Upon the secession of Virginia, in 1861, he went immediately into the military service of the State, but was soon after elected to the Legislature of Virginia from the city of Norfolk, and was continuously re-elected, without opposition, until the close of the war, his services in the House being considered too valuable to permit him to withdraw from the office.

He was married November 12, 1850, to Anna M. May, a daughter of David May, Esq., of Petersburg, Virginia, and to them were born eight children, of whom the following survive: Maria M., wife of John Burroughs, of Norfolk; Richard H., of Norfolk, who married the daughter of the late distinguished Capt. James Barron Hope, of Norfolk; Kate H., wife of George G. Hobson, of Norfolk; Benjamin May, a physician of Norfolk; Lucy Lee; and Emily Gay.

The father of Mr. Baker, also Richard Henry Baker, was born February 22, 1789, in Nansemond County, Virginia. He was a lawyer of high repute, and judge of the Circuit Court for nearly a third of a century, and up to within a short time of his death, in 1871. His wife was Lelia Ann Barraud, daughter of Dr. Philip Barraud, of Williamsburg, a distinguished surgeon in the Revolutionary War, and afterward appointed by Washington, in recognition of his conspicuous military service, surgeon of the U. S. Marine Hospital at Norfolk, which office he held until his death, in 1832. Judge Baker left six children, Richard Henry; Philip Barraud, a surgeon in the Confederate Army, who died in 1887; Mary, widow of Capt. T. Barraud, who was killed, fighting gallantly, at the battle of Brandy Station, in 1863; Catherine B., wife of Capt. Samuel Wilson, of Charlotteville; Lelia, wife of Maj. Robert B. Taylor, of Norfolk; and Emily Eyre, deceased wife of Judge T. S. Garnett, of Norfolk.

Mr. Baker's grandfather was Richard Baker, born in Nansemond County, in 1764. His wife was Judith Bridger, great-grandfather of Sir Joseph Bridger, a member of the Council of State under Charles II. He died in 1789, leaving three children,—Benjamin Beverly, Mary and Richard Henry Baker. The great-grandfather's name was Benjamin Baker, born in Nansemond County early in 1700; his wife was Sallie Blount, of North Carolina, and to them were born three sons,—William, Blake and Richard. The founder of the Baker family in America came from Sussex, England, prior to 1650.

M. D. EASTWOOD, whose portrait is shown on the opposite page, has been engaged in mercantile pursuits in Portsmouth, Norfolk County, Virginia, for a number of years. He was born in Norfolk County on the Western Branch of the Elizabeth River, and is a son of Josiah Eastwood, who was also a native of Norfolk County. Josiah Eastwood followed the occupation of a farmer, and never removed to the city. He married Lydia Powell, who was born in Norfolk County. M. D. Eastwood is the only one living of several children born to his parents.

M. D. Eastwood settled in Portsmouth in 1851, and his first work in that city was as a clerk in a store. He has since engaged in various lines of mercantile business and for 30 years, until 1895, carried on business alone. He owns a large amount of real estate in Ports-

mouth and the country adjoining. He is also interested in several prominent enterprises of Portsmouth, being one of the organizers of the Bank of Portsmouth, and a director in the People's Bank of that city. He is possessed of much shrewdness and good judgment in business affairs, and has always been prominent in all worthy enterprises undertaken for the development of Portsmouth.

Mr. Eastwood was united in marriage with Mary A. Thornton, of Gloucester County, Virginia, who died in October, 1901, after 40 years of wedded life. Eight children were born to Mr. and Mrs. Eastwood, namely: M. L., who took a course at Eastman's Business College at Poughkeepsie, New York; Elizabeth (Brooks), of Cottage Place; Frank T., who is clerk in the Norfolk Navy Yard; John T., who was educated at the University of Virginia, and is now a civil engineer of New Orleans; Wililam T., educated at the University of Virginia, now a prominent attorney of Portsmouth; Joseph Powell, an electrical engineer of Portsmouth, who was educated at the University of Virginia; Everett O., who was also educated at that university, where he taught astronomy for three years, and who is now at the Boston School of Technology; and N Louise, who is at home.

Mr. Eastwood is a member of St. John's Protestant Episcopal Church.

WILLIAM HENRY VENABLE, a gentleman who has attained a high degree of success as a practitioner of the bar at Norfolk, was born at Hickory Grove, the old homestead of his family near Hampden Sidney, in Prince Edward County, Virginia, September 2, 1870. He is a son of Maj. Andrew Reid and Louisa Cabell (Carrington) Venable, and comes of a distinguished line of ancestry on both sides of the house. Representatives of this family played an important part in the Revolutionary War, and were closely identified with the history of Virginia from that period down to the present day.

Mr. Venable received his preliminary educational training in the public schools of his native county. He entered Hampden Sidney College in September, 1887. From the first he took a prominent place among the public speakers of that institution, and his oratorial ability was in evidence during the entire time he attended college. During the first year he was awarded the Freshman Declaimer's Medal in the Union Literary Society. He was absent from college during the session of 1888-1889, but returned in September, 1889. During the session of 1890-1891, he represented his society at both the intermediate and final celebrations, and was sent by his fraternity as a delegate to the "Chi Phi" convention held in Atlanta, Georgia. He graduated with the degree of A. B. in 1892, and carried off the Senior Orator's Medal presented by his society. He was the unanimous choice of his college to represent it in the Inter-Collegiate Oratorical Association of the State of Virginia, and in the contest held in Richmond, July 7, 1892, he carried off first honors and the gold medal. In the fall of 1892, he entered the law department of the University of Maryland. In the summer of 1893 he attended the summer law school of the University of Virginia under Prof. John B. Minor, and graduated from the University of Maryland with the degree of B. L. on May 25, 1894. In the meantime he acquired a practical knowledge of his profession in the law office of a relative, Maj. R. M. Venable, of Baltimore, Maryland.

Mr. Venable located in Norfolk September 20, 1894, and has since practiced law in this city. His ability and true worth as a lawyer soon became recognized, and his practice has since been a constantly growing one. He numbers among his clients many of the leading citizens and business firms of Norfolk, and stands high among the members of the legal

profession. He was sent by the Board of Trade and Business Men's Association of Norfolk, of which he is a member, to represent the city in the Pure Food Congress held in Washington, D. C., in January, 1899. In March, 1901, he was elected to the position of exalted ruler of Norfolk Lodge, No. 38, Benevolent & Protective Order of Elks. He was the first commander of Pickett-Buchanan Camp, Sons of Confederate Veterans, of Norfolk, Virginia, and the first worthy president of Norfolk Eyrie, Fraternal Order of Eagles of America, and is a member of Virginia Conclave, No. 1, Heptasophians or Seven Wise Men.

On November 15, 1899, Mr. Venable was united in the bonds of matrimony with Elizabeth Berkley Wight, of Richmond, Virginia.

At the Democratic primary election held in Norfolk, April 17, 1900, he received the nomination of the party for the office of Commonwealth's Attorney for the city of Norfolk and was elected to that office in the general election held in May of that year by a large majority.

On August 1, 1901, he was appointed assistant counsel of the Norfolk Railway & Light Company, and will retire from politics on the 1st of July so as to be able to devote more of his time to this company and other corporations by whom he has been retained as counsel.

FRANK D. PINKERTON is manager for Baugh & Sons Company, manufacturers of fertilizers and chemicals, located at Philadelphia, Pennsylvania; he is secretary of the Baugh Chemical Works of Baltimore, Maryland. His office is located at No. 159 Main street, Norfolk, Virginia. Mr. Pinkerton was born in Rockbridge County, Virginia, April 11, 1858, and is a son of Rev. William and Mary (Dandridge) Pinkerton.

Rev. William Pinkerton and his wife were natives of Eastern Virginia. The former was a minister in the Presbyterian Church, and for 40 years was one of the most able clergymen of that denomination. He preached in many of the important cities of Virginia and other States, and was a man of noble purpose and excellent character. He left behind him the reputation of one who was ardent in the life work that demanded and received his best endeavors, and who possessed a character well rounded in Christian completeness. His wife, who came from one of the oldest and best families of Virginia, was a woman who was loved for her many acts of charity. She took an active part in church work until prevented by the infirmities of age.

Frank D. Pinkerton, the subject of this sketch, has been connected with Baugh & Sons Company for the past 29 years. He left home to enter their employ as a traveling salesman, and also spent 15 years in their office. He has been engaged for some time in his present work in Norfolk, looking after the interests of the firm. His long service with the company speaks well for his ability and faithfulness. He is an excellent business man, and commands the respect and esteem of all with whom he comes in contact.

Mr. Pinkerton was married, December 26, 1886, to Mary H. Coulson, a native of Baltimore, Maryland, and a daughter of Thomas H. Coulson, a well-known citizen of that place. Mr. and Mrs. Pinkerton have four children, namely: Mary B.; Frank C.; Eleanor D.; and Margaret I. The subject of this sketch and his family attend the Presbyterian Church, in which Mr. Pinkerton is a ruling elder. He is one of Norfolk's most influential citizens, and is well and favorably known.

WFRANK ROBERTSON, an active and energetic citizen of Norfolk, Virginia, is secretary and treasurer of the Old Dominion Paper Company, a prosperous enterprise of the city. He was born in Isle of

Wight County, Virginia, January 17, 1868, and is a son of John W. and Roxana E. (Carr) Robertson, both natives of Virginia.

John W. Robertson is a farmer by occupation and is now 63 years of age. He served during the Confederate War, under General Lee, in Mahone's Brigade, in the Army of Northern Virginia. He saw much hard service, and narrowly escaped death in an explosion at Petersburg. He is a prominent officer in the Baptist Church at South Quay, Virginia. Mrs. Robertson is now past 61 years of age, and is an active and consistent member of the Baptist Church. Eight children were born to them, as follows: W. Frank; E. J. and J. M., who are traveling salesmen for the Old Dominion Paper Company; Sallie, wife of Richard L. Forrest; Alphonso, who is attending school; Lillie; Roxie; and Inez.

W. Frank Robertson first attended the academy at South Quay, and later the male academy at Franklin, Virginia. He then clerked in the mercantile establishment of J. R. Howell & Company, at Franklin, for one year, and then entered a business college at Norfolk, where he completed a course of study. He accepted a position as bookkeeper with the Old Dominion Paper Company, a position which he held until 1894, when the company was incorporated and Mr. Robertson was made secretary and treasurer. They manufacture paper of all kinds and employ many people, and under the conservative management of its president, Robert Johnston, the business has assumed large proportions. Each year has witnessed an increase in business and it is now on a good paying basis. Mr. Robertson is a man of recognized ability and has had his share in the success of the firm.

W. Frank Robertson has been a member of the Baptist Church since he was 13 years of age, and has always been an active church worker. At the age of 25 years, he became affiliated with the Freemason Street Baptist Church, of Norfolk, and served as assistant superintendent of the Sunday-school for three years. He resigned in November, 1901, and became superintendent of the Sunday-school of the Central Avenue Baptist Church of Norfolk. This is a new church, but the school has an enrollment of 200 pupils, and he has met with fine success in his efforts to build it up. On June 14, 1893, Mr. Robertson married Lucy Henley Hall, a native of Nansemond County, and a daughter of Arthur E. Hall, a prominent man in the Methodist Episcopal Church, South, of Norfolk. This union has been blessed with three children, namely: Annie May; Alma L.; and William Arthur. Mrs. Robertson is a member of Centenary Methodist Episcopal Church, South, being one of those who aided in its establishment a number of years ago. Fraternally, the subject of this biography is a member of Owens Lodge, No. 164, A. F. & A. M.

CHARLES SCHROEDER, who has been engaged in the railroad, mill and general supply business for more than a quarter of a century, is a member of the firm of E. V. White & Company of Norfolk. He has taken a deep interest in the affairs of the city, and was formerly a member of the City Council. A brave, daring soldier and a successful business man, he well merits the esteem in which he is held.

Mr. Schroeder was born at Portsmouth, January 22, 1836, and is a son of Antonius and Theresa Schroeder. His parents were natives of Prussia and moved to Jamaica about 1832, where he followed surveying a couple of years. They then moved to Virginia, where they lived the remainder of their lives, the father dying in December, 1854, at the age of 55 years, and the mother, in February, 1865, aged 65 years. The former located in Norfolk in 1834, followed farming for a time, and then engaged in general business.

Charles Schroeder entered the engineer



GEORGE W. MERRILL.

corps of the United States Navy in 1853, and was advanced to the rank of passed assistant engineer, in which capacity he was serving when Virginia joined the Confederacy. He immediately thereafter resigned his commission and tendered his services to the Governor of Virginia. He was assigned to the Confederate States Navy with the rank of chief engineer, was detailed for special duty for several months with Commodore Matthew F. Maury, and subsequently served at Richmond in connection with the naval batteries and the James River squadron. He acted as a member of the first naval examining board of engineers of the Confederate government, and was later appointed special agent for the purchase of naval supplies, an office which frequently required him to run the blockade of Southern ports. He always acted as chief engineer on the vessel on which he took passage. When the expedition was organized under the command of Captain John Wilkinson for the relief of Confederate prisoners at Johnston's Island, Ohio, he was detailed as chief engineer. The idea was to go through Canada, and they left Wilmington, North Carolina, on the blockade runner "Robert E. Lee." After their arrival at Halifax, Nova Scotia, the party was separated, to allay suspicion, to meet again at St. Catherines. Upon their arrival at the latter place, they were much chagrined to find that their plans had become known and the enterprise must be abandoned. Returning to Halifax, they sailed for the Bermudas, and attempted to enter the port at Wilmington, but were chased by blockade cruisers and forced to run their vessel ashore on Dauber's Beach, near Georgetown, South Carolina, and abandon her. On returning to Richmond, Mr. Schroeder was ordered to resume his duties as purchasing agent. He subsequently evaded the Federal blockade a number of times and successfully reinforced the Confederate military supplies. He continued to serve in that manner until confined to his bed with yellow fever, by which he was incapacitated for a number of months. Upon recovery he was assigned as chief engineer of the cruiser "Tallahassee," a vessel which captured numerous merchantmen, some of which were bonded and others destroyed. Unfortunately, however, in running into the Bermudas for recoaling, the "Tallahassee" was allowed only enough coal to carry her to Wilmington. Arriving there, the cruiser was abandoned and the boat dismantled. Mr. Schroeder was next engaged in a special mission to England, when the announcement reached them that the war was closed. He then went to Halifax, and with Captain John Wilkinson and Capt. John Taylor Woods, engaged in mercantile business for two years, when he withdrew from the firm and returned to Portsmouth. About 18 months later, he went to San Francisco as engineer in the employ of the Pacific Steamship Mail Company, and in that capacity went to China, where he remained five years. He then returned to Portsmouth in May, 1873, and embarked in the general hardware trade as a member of the firm of E. V. White & Company, with which he has since been connected. He is one of the substantial business men of the city, and enjoys the friendship of his fellow citizens to a marked degree.

In 1861, Mr. Schroeder was joined in the bonds of matrimony with Mary E. City, a daughter of Samuel G. City, an officer of the navy, and they have four children, namely: Eugenia, wife of Robert Emmett Crump, of Portsmouth; Mary; William C., a graduate of the medical department of the University of Virginia, at present located in New York City; and Lucrece.

GEORGE W. MERRILL, prominent hat manufacturer of Norfolk, Virginia, having the only establishment of the kind in the city, was born in South Norwalk, Connecticut, July 18, 1872. He is a son of William S. and Mary Ann (Reill) Merrill.

William S. Merrill was a sea-captain for many years and circumnavigated the globe. He was in the mines of Colorado and Australia, and in the diamond mines of Africa. He was a European oyster dealer on Long Island Sound for years, and was the first dealer to ship a barrel of oysters to England. He removed to Norfolk, Virginia, in October, 1900, and died in November of the same year, at the age of 72 years. He was a member of the Baptist Church. He married Mary Ann Reill, who was born in 1828, and died in 1883. She was a member of the Episcopal Church. They were the parents of four children, namely: Ella Louise; William R., of Stratford, Connecticut, captain of an oyster boat; Irene May; and George W., the subject of this biography.

George W. Merrill attended the South Norwalk High School in Connecticut, and then learned the trade of a hat maker in his native town. He accompanied his father to Norfolk, Virginia, in October, 1900, and established the only hat manufactory in the city. His uncle had established the first hat factory in Norwalk, Connecticut. The business is conducted under the firm name of G. W. Merrill & Company, and is located at No. 241 Church street. It is the only firm in the State of Virginia manufacturing soft, stiff and straw hats, and silk tiles. From a small beginning, the business has grown to large proportions under capable management, and the quality of the articles manufactured is such as to warrant an equally large growth each succeeding year.

Mr. Merrill was married at the famous "Little Church Around the Corner" in New York City, to Lulu A. Cronk, a daughter of Peter D. and Ida F. (Brown) Cronk. She was born in Norwalk, Connecticut, January 17, 1874. During his short residence in Norfolk, Mr. Merrill has gained a host of friends, and is highly respected by all with whom he comes in contact.

It makes no difference whether we spell the last syllable of Merrill with an *i* or an *e*. The families represented by it have a common origin. For 269 years the family have resided on American soil. The family was originally Huguenot French, spelling the name Merle, and had a black bird on the coat of arms. Hence the name of those residing anciently at Place De Dombes, France. The first Merrill that set foot on American soil was born in the year memorable for the assassination of Henry IV. Disliking the political movements of the times, the Merrill family left France and went into England. Nathaniel Merrill born in 1610, grew up in that English home. Before he was 23 years of age he married an English girl, Hannah Wilterton by name, and very properly emigrated to America. He reached Ipswich, Massachusetts, even before the well-known pioneer, Reginal Foster. Merrill, however, made his home in Newbury, Massachusetts, two years after. He had there various children, the descendants of whom are now scattered over the whole country. The descendants of Nathaniel made distinguished records in New England; they were politicians, members of constitutional conventions, fought in the Revolution, where they commanded companies, and in the war between the States one attained the rank of brigadier-general and there was one of the family who founded a Pennsylvania town. The children of Nathaniel, the immigrant to this country, and his wife Hannah Wilterton, were: John, born in 1635; Nathaniel, born in 1638; Susan, born in 1640; Daniel, born in 1642; Abel and Thomas, born in 1648, and possibly others. With the exception of John, the children seemed to have located in Massachusetts, Vermont, New Hampshire and Maine; but John, for some reason, was adopted by Gregory Wilterton of Hartford, Connecticut. Why he was adopted by Mr. Wilterton is only suggested by the latter's name. He may have been grandfather, father of Nathaniel's wife, the name being the same. As Nathaniel Merrill, Sr., did not die until 1654, the adoption of his son John probably occurred before he died. When Gregory Wilterton's will was read, it was found that John Merrill had been made his heir. John

Merrill married Sarah Watson and had 10 children, and hence the great number of Merrills since found in Connecticut.

Our subject, George W. Merrill, is a descendant of the Connecticut branch of the Merrill family. His portrait accompanies this sketch.

WICKLIFFE J. BOHANNAN, who is captain of the steamer "Alabama," is a well-known resident of Norfolk. He was born in Mathews County, Virginia, in 1849, and is a son of Joseph and Jane (Ainslie) Bohannan.

Joseph Bohannan was born in Mathews County, Virginia, in 1810, and died there in 1893, aged 83 years. He was a tailor by occupation, and owned a good farm. He received the appointment of postmaster of Mathews Court House in 1850, and held that office under the Federal government until 1860. He was appointed by Jefferson Davis, President of the Confederate States, to fill that office, and continued to do so until the close of the war. He was well-to-do up to the time of the war, in which he lost everything but his farm. Religiously, he was a member of the Christian Church. He married Jane Ainslie, who was born in Baltimore, Maryland, and died in 1897, at the age of 84 years. She was a daughter of Peter Ainslie, a native of Scotland and a minister of the Christian Church. They had eight children, as follows: Eliza, who married Henry Taurman, a farmer by occupation; Ariannie, who married William Barker, a minister of the Christian Church, and who is now dead; Edgar, who lives at Fairmount, Kentucky; L. Kate, widow of Marshall Williams, now residing in Baltimore; Christopher, deceased, who was an attorney-at-law of Richmond, Virginia; Wickliffe J., the subject of this biography; Alice, who married Albert Williams, a farmer of Mathews County, Virginia; and one who died in infancy.

Wickliffe J. Bohannan attended the private schools of Mathews Court House, and after leaving school was appointed deputy sheriff of Mathews County. He first went to sea about 1870, as a sailor before the mast, in the coast trade. He was a common sailor for about three years. He was made mate on the sailing vessel "James Baymore," plying between Philadelphia, Baltimore, New York and other ports. He then went on the "Surprise" as second mate, and two months later was shipwrecked near Cape Henry; the vessel was lost, but all the crew were saved. He entered the employ of the Bay Line of steamers in 1872, as quartermaster on the "George Leary." He then became lookout and gradually worked his way up to the command of a vessel. He was successively in command of the "Roanoke," "Seaboard," "Westover," "Gaston," "Virginia," "Carolina," "Georgia," and "Alabama," becoming captain of the last named upon its completion, in 1893. He has had great experience in every department of work on a steamer, and his services are highly valued by the company for which he works.

Captain Bohannan was joined in marriage, in 1878, with Columbia Bray, who was born in York County, Virginia, in 1856, and is a daughter of George and Mary Bray. They have had two children, one dying in infancy, and the other, James, dying at the age of five years. Religiously, the Captain and his wife are members of the Christian Church. Fraternally, the former is a member of Mystic Circle Lodge, No. 109, A. F. & A. M.; Jerusalem Chapter, No. 9, R. A. M.; Royal Arcanum; Heptasophs; and Rescue Harbor, No. 14, Masters' & Pilots' Association, all of Baltimore. He is a Democrat in politics.

SM. LLOYD, a partner of Charles W. Priddy, and secretary and treasurer of the Pocomoke Guano Company, is one of Norfolk's representative citizens. He was born in Pocomoke City, Maryland, January 27, 1865, and is a son

of Christopher C. and Anna Grace (McMaster) Lloyd, both natives of Maryland, and members of old families of that State.

Christopher C. Lloyd is one of the most influential citizens of Pocomoke City, Maryland, and is engaged in the drug business. He was sheriff of his native county two terms, and takes an active interest in all important enterprises. He is one of the pillars of the Episcopal Church of that city, and one of its most active workers. His wife, a daughter of Hon. S. S. McMaster, died in September, 1898. Of seven children born to this union, but five are living, among whom are Mrs. E. B. Freeman, the wife of a prominent citizen of Norfolk; and S. M., whose name heads this sketch.

S. M. Lloyd underwent his mental training at Pocomoke City, Maryland; and after finishing school he embarked in the fertilizing business, which he has continued up to the present time. He located in Norfolk in 1881, and since that time he has devoted his time to many enterprises which are for the good of the city in which he lives. He is a man of splendid business ability, conscientious and possessed of good judgment, and has met with much success.

February 7, 1893, Mr. Lloyd married Effie Payne, a daughter of W. T. Payne, who is foreign freight agent for the Norfolk & Western Railway Company at Norfolk. Mr. and Mrs. Lloyd have three children,—McMaster, Walter P. and Catherine. Mrs. Payne is a member of St. Luke's Protestant Episcopal Church of Norfolk.

WILLIAM W. SIMPSON, a well-known farmer of Norfolk County, Virginia, was born at Cape Charles, Virginia, October 15, 1835, and is a son of John A. Simpson. John A. Simpson was a shoemaker by trade, and died in 1838.

William W. Simpson spent 13 months in the army, serving in General Mahone's Brigade. He was slightly wounded at one time, but never disabled from duty. At the time of his marriage, which occurred January 15, 1862, he had but 10 cents in money, and owned no property. By depriving himself of much, and enduring many hardships, through sheer thrift and energy he soon got a good start in the world, and at the present time owns considerable real estate in Norfolk, besides his farm, which is one of the best in the county. He is a self-made man, in every sense of the word, and deserves much credit for his perseverance and pluck.

Mr. Simpson married Rebecca Yealdhall. They were blessed with six children, namely: William Leonard, a farmer by occupation, who married a daughter of George Congdon, from Chesterfield County, Virginia; John Randolph, who married Lillian Backus, a daughter of Quincy Backus, a truck farmer; Elijah Benton, who married Rose Foreman; Edgar Lloyd, who married Anna Baldwin; Olin, who married William Dey, and is living in Brambleton, Norfolk County; and Marsula, who resides with her parents.

BENJAMIN F. GIBSON, who is much interested in agricultural affairs in Norfolk County, Virginia, and is residing upon his farm of 97½ acres, a few miles south of Berkley, is a native of North Carolina. He was born December 22, 1847, and is a son of P. H. Gibson.

P. H. Gibson was born in North Carolina, and was a farmer by occupation. He died in 1898, and his death was sincerely regretted by all who knew him. He located in Norfolk County in 1851, and lived on a farm near Great Bridge for five years. In 1861 he enlisted in the army, and served for four years. Losing all he possessed during the trials of that war, he removed with his family to Norfolk at its close, and later settled upon a farm near that of his son. There his death occurred.



JOHN HOWARD SHARP.

He married Virginia Trafton, who was born in North Carolina, and they reared the following children, namely: Benjamin F., the subject of this sketch; Virginia, deceased; and J. L., a farmer living near Benjamin F. P. H. Gibson married, secondly, Virginia Busten, and they reared three children, namely: Anna (McCloud); Maggie, deceased; and Lilly.

Benjamin F. Gibson lived in Norfolk during the last two years of the war. From his father he learned to farm, and in July, 1884, he bought his present farm. This is a finely improved piece of land, and is kept in excellent condition. There is a comfortable nine-room, two-story house of brick on the place, and this greatly adds to the value and appearance of the property. Mr. Gibson is a man of thrift and enterprise, and he has worked conscientiously for many years. He is well deserving of success.

He married Lizzie Lewelyn in 1874. She is a native of Norfolk. They are the parents of four children, namely: Lura (Doughty); Harry, a resident of Norfolk; Alice; and Charles, also a resident of Norfolk.

Mr. Gibson is a Democrat in politics. He and his family are members of the Christian Church.

JOHN HOWARD SHARP, a gentleman of prominence in railroad circles, whose portrait accompanies this sketch, is treasurer of the Seaboard Air Line Railway Company, and is located at Portsmouth, Virginia. He was born December 3, 1837, and is a son of William Willoughby and Mary Ann Lewis (Schoolfield) Sharp. He comes of a distinguished Virginia family, many of its representatives having served in high offices of public trust, and the record of all its members having been a credit to the State and county in which they lived.

William Sharp, of County Kent, England, was the first of the family to come to the Colony of Virginia. He landed at Curl's Neck, Charles City County, Virginia, in 1620, from the "Harr."

Col. William Sharp, grandfather of John Howard Sharp, was a man of great influence and popularity. He studied law in Judge Wythe's office in Richmond, and his fellow pupil was Hon. Henry Clay. In the War of 1812, he was in command of the 9th and 54th regiments of Virginia, under Generals Robert B. Taylor and Wade Hampton. Colonel Sharp is described as being tall and erect, with piercing black eyes, and as a fine specimen of physical manhood and soldierly bearing as a commander. After the war with Great Britain, he was chosen as the first clerk of the borough of Norfolk. His wife was the beautiful Mary Willoughby, a trace of whose ancestry is found in the following extract from "Virginia and Virginians," by Dr. R. A. Brock of Richmond: "Captain John Smith, the father of the Colony, who had served on the staff of General Lord Willoughby in the Netherlands, brought to Virginia Thomas Willoughby (then a boy of 14), founder of the family in the Colony. By royal patent, this Willoughby acquired 12,000 acres of land on the southern shore of Chesapeake Bay. From him a number of Norfolk families have sprung, among others the descendants of General Taylor, who still hold the manor estate on Willoughby Bay. In 1767, Henry Willoughby of Virginia became the 17th Lord Willoughby of Parham, recovering the barony and manors in a contest before the House of Lords." In 1813, during the war of that period, the British landed a force from their fleet in Lynnhaven Bay, and captured 400 negroes from Mr. Willoughby.

William Willoughby Sharp, father of John Howard Sharp, was born in Norfolk and died in 1871, aged about 70 years. He was an eminent lawyer, who in 1821 succeeded to the great practice of Hon. Littleton Waller Tazewell, and retired in 1861. He married Mary Ann Lewis Schoolfield, and they had the following children: Captain William; Charles, an attorney of Norfolk; John Howard, the

subject of this biography; Rev. Henry T., pastor of the Walbrook Protestant Episcopal Church of Baltimore, Maryland; Walter, an officer in the Portsmouth Water Works; Mrs. Claudia Wilson; Mrs. Eliza F. Southall; Virginia Margreeta, wife of Rev. T. M. Ambler, who died in 1871, leaving a daughter, Mary Cary, wife of Judge Thomas H. Wilcox, of Norfolk; and Evelyn, who was born in Norfolk about 1840, and who died in 1898, unmarried.

Captain William Sharp, eldest brother of John Howard Sharp, was born March 26, 1826. He entered the United States Navy on September 9, 1841, having been appointed a midshipman by President Tyler, who was a neighbor of the Sharps in Charles City County. He went to sea from Norfolk, January 9, 1842, and spent three years on the frigate "United States." In December, 1844, he was on board the "St. Marys," bound for Mexico, and in January, 1845, was sent to the "Jamestown," going to the coast of Africa. He returned by way of the West Indies, arriving in Boston in August, 1846. In that year he went to the Naval School in Annapolis, and graduated in the summer of 1847. In September, 1847, he left Norfolk on the frigate "Brandywine," and arrived at Rio de Janeiro October, 16, 1847. December 6, of that year, he was sent to the United States brig "Perry," which he left on February 10, 1849, and arrived at Norfolk April 5, 1849, on the store-ship "Relief." He was then on the coast survey of Albemarle and Pamlico sounds. In March, 1851; he was on board the "San Jacinto," going to Europe and the Mediterranean. April 20, 1853, he was transferred to the "St. Louis," and in August to the "Cumberland." He remained on the Mediterranean Sea until June, 1855. He was ordered to the Norfolk Navy Yard, where he remained until the fall of 1857, and then went from Boston to the Pacific Ocean, on the "Merrimac." He was passed midshipman form 1847 to 1855. In the spring of 1858, he was transferred to the "Vandalia" in the Pacific, and in the fall of 1859 returned on the "Merrimac" to Norfolk, arriving in February, 1860. He was then stationed at the Norfolk Navy Yard. He served in the capacity of lieutenant from 1855 to 1861, when he resigned. He was appointed a lieutenant in the Confederate States Navy, and for three months was stationed at the Naval Hospital under Com. Charles F. McIntosh, drilling troops. He was sent to Richmond and assigned to the naval department under Commodore Samuel Barron, on the Sounds of North Carolina, with a view to closing up Newman. In the fall, the Federal fleet attacked Hatteras Inlet forts, Commodore Barron going ashore and taking charge of the forts on the second day. Before noon of the next day, they surrendered and the garrison was captured. Lieutenant Sharp was taken aboard the "Minnesota" and carried to New York under Commander Stringham; he landed at Governor's Island; where he was imprisoned for three months. He was then sent to Fort Warren, and two weeks later was sent with others to Hampton Roads, where, nine days later, he was exchanged for John L. Worden, who afterward commanded the "Monitor." Lieutenant Sharp was sent to Richmond, and then became a member of the board of examiners at Mobile, Charleston, Savannah, Wilmington and Richmond. Then he went with Commodore Samuel Barron, to Nashville, Tennessee, to blockade the Tennessee and Cumberland rivers. The battle of Murfreesboro (Tennessee) prevented any action, and they returned to Richmond. Captain Sharp was then for two years in command of the gunboat, "Beaufort," and from that was transferred to Kinston, North Carolina, where he superintended the building of the gunboat "Neuse," in the spring of 1864. In the summer of 1864 he was appointed naval ordnance officer at Charleston, South Carolina, and remained there until the early winter. In 1865, he was relieved from duty at Charleston, just after the surrender of Lee. He has been engaged in various business pursuits since the war, and resides at No. 200 Freemason street,

Norfolk. In 1856, he was united in marriage with Eliza D. Williams, a daughter of John Williams, who held the position of Clerk of the Court of the City of Norfolk, for a number of years. She was a descendant from the Newtons and Armisteads, whose history is given elsewhere in this volume. They became parents of the following children: William Willoughby, who is a member of the well-known firm of Sharp & Bryan, Exchange Place, New York, and whose success in business in that connection has been well merited: Walter Newton, the well-known financial writer of the *New York Sun;* and Julia A., who married Captain Willoughby Walke, of the United States Light Artillery, stationed at Fortress Monroe.

Charles Sharp, second son of William Willoughby Sharp, was born October 18, 1829, and graduated with distinction at the University of Virginia. At the age of 21 years, he commenced the practice of law in Norfolk, Virginia, which he continued alone for years, with marked success. During the war he was a member of the United Artillery Company, of Norfolk. He became a member of the firm of Scarborough, Duffield & Sharp, after the war. Subsequently, severing connection with them, he became the senior member of the celebrated admiralty law-firm of Sharp & Hughes. Some years ago, Mr. Sharp decided to withdraw from that firm, and has since practiced alone, although his health is not of the best. He married, in 1857, Lucy Southall, a daughter of Hon. Valentine Southall, of Charlottesville, Virginia, and they have two children living, namely: Florence, wife of Lieutenant Commander Albert W. Grant, U. S. Navy, and W. W. Sharp, a resident of Norfolk County.

Walter Sharp, youngest son of William Willoughby Sharp, married Mary Reardon, a daughter of H. B. Reardon of Norfolk, and she died within a year after their marriage. He formed a second union, wedding Susan Holiday, of Baltimore, Maryland, and they have the following living children: George I. of New York City; Louisa of Norfolk; Walter D. of Norfolk; Lewis of Atlanta, Georgia; and Etta, Mary and Tilghman, of Norfolk.

Claudia Sharp (Wilson), eldest daughter of William Wiloughby Sharp, was born in Norfolk, Virginia. She married George Riddick Wilson, a son of George Wilson, who at one time was presiding justice of the Norfolk County Court. The issue of this union was: Bird, who died young; William Sharp, who perished when but 21 years of age, on board the California steamer "Bienville," when it was burned at sea off San Salvador; Mary Willoughby, who married, at Annapolis, Lieutenant Commander Hugo Osterhaus, U. S. Navy, by whom she has two children,—Ensign Hugo, U. S. Navy, and Carl, a student at the University of Virginia; and Evelyn, who died about 1896, was the wife of Lieutenant Alfred Miles, U. S. Navy, who died of yellow fever aboard the United States steamer "Nypsic," in New York harbor. Lieutenant Miles and his wife are survived by two children,—Claudia Wilson Miles of Annapolis, Maryland; and Alfred Miles of Norfolk, Virginia. Mrs. Claudia Wilson survives her husband (who died about 1889), and resides at Annapolis.

Eliza F. Sharp (Southall), second daughter of William Willoughby Sharp, married James Cocke Southall, LL. D., formerly editor of the *Richmond Enquirer* and the *Central Presbyterian,* and an author of some note, who was the eldest son of Valentine Wood Southall. The Southall family is one of prominence in Virginia. In 1825, Valentine Wood Southall married Martha Cocke, a singular conjunction here, as both parties were descended in a double line from Richard Cocke (1), the first of the Cocke family in America. Martha Cocke (7), daughter of James Powell Cocke (6), was descended through James Powell Cocke (4), from Thomas Cocke (2), eldest son of Richard Cocke (1). Through her mother, Lucy Smith, she was descended from William Cocke (2), father of Mary Cocke (3), wife of Obadiah Smith. Valentine Wood Southall was descended from Martha Cocke

(4), who married Henry Wood, in 1724. She was a daughter of William (3), son of John (2), who was a son of Richard (1). This was his maternal line. His grandfather, Colonel Turner Southall, married Martha Vandewall, who was the daughter of Martha (Cocke) Pleasants, who was the daughter of Martha Cocke (3), who was the daughter of Richard Cocke (2), son of Richard Cocke (1). Thus the pair trace their descent to four of the five sons of Richard Cocke (1), and Richard Cocke, the younger, of Charles City, alone is not represented. Col. Turner Southall, paternal grandfather of Valentine Wood Southall, was a very prominent figure in Henrico County, Virginia, in the last quarter of the eighteenth century. He represented Henrico County in the House of Delegates from 1778 to 1784, and was a member of the State Senate in 1790, at the time of his death, from the senatorial district of Henrico, Goochland and Louisa counties. He was colonel commandant of the County of Henrico, and was very active during the Revolution. He was a member of the Committee of Safety in 1774-1775, and was appointed on a commission to erect the new capitol building in Richmond, and to lay off the streets of the new city; was a director of public buildings, and one of the trustees to improve the navigation of the James River. In 1785, he was vestryman, with Peyton Randolph and Bowler Cocke, of Henrico Parish. He was connected with every important public movement in Henrico County, from 1770, to 1790. Maj. Stephen Southall, of Henrico County, who served as a lieutenant throughout the Revolutionary War, was the father of Valentine Wood Southall, and made his home in Richmond. Valentine Wood Southall was for many years a leading member of the bar of Albemarle County; for many years he represented Albemarle County in the House of Delegates, of which body he was speaker. He was a member of the Constitutional Convention of 1850-1851; attorney for the Commonwealth, of Albemarle County, for many years; a member of the State Convention of 1861, and acting president of that body after President Janney's sickness. The children of Dr. James C. and Eliza F. (Sharp) Southall are,—James P. C., professor in the Alabama School of Technology at Auburn, Alabama; and Evelyn H., of Norfolk, Virginia. Mrs. Southall is a widow and now resides at No. 456 Fremason street, Norfolk, Virginia.

Referring to the maternal ancestry of John Howard Sharp, his grandfather was Dr. Joseph Schoolfield, U. S. Navy. The Schoolfield family came with Lord Baltimore to Maryland, one part remaining in Maryland and the other settling in Virginia. One Joseph Schoolfield was born August 5, 1722, and was a son of John and Hannah Schoolfield. Dr. Joseph Schoolfield was born in Worcester, Maryland, and died in Portsmouth, September 26, 1850. He entered the navy in 1807, and was stationed at the Naval Hospital at Portsmouth. He was surgeon in that institution at the age of 25 years and continued there until 1809, when he resigned just after his marriage. He then practiced in Portsmouth until his death. He married Mary Ann Lewis, who was born January 28, 1781, and was a daughter of John and Frances Dalton (Dunn) Lewis. Her mother was a daughter of Nathaniel and Rebecca (Harrison) Dunn, the mother of Mrs. Dunn being a Bland. Mrs. Schoolfield died November 30, 1862. As a result of her union with Dr. Joseph Schoolfield, she had eleven children, of whom the following grew to maturity: Mary Ann Lewis; Hannah Frances; Louisa; Rebecca Parham; Joseph N.; Ira Chase; and William Dunn. Mary Ann Lewis Schoolfield was born July 21, 1809, in Portsmouth. She was united in marriage with William Willoughby Sharp, on December 23, 1824, in Portsmouth. Hannah Frances, who was born March 26, 1811, married John Mason Wyche of Sussex County. Louisa, born September 8, 1812, married Lieutenant Gordon C.

Ashton, U. S. Navy, June 6, 1831. Her husband died at sea, and she afterward married John D. McGill, of Middlesex County. Rebecca Parham, born February 1, 1816, married Colonel David G. Potts, of Petersburg. Joseph N., born September 21, 1819, married Mary S. English of Georgetown, D. C. Ira Chase, born January 18, 1821, married Parmelia Branch of Petersburg. William Dunn, born March 3, 1828, married Miss Riddick of Portsmouth. The coat of arms of the Schoolfield family was received from the heraldic office, 25 Cranbourne street, London, and was given the family for services rendered in the Crusades. The motto is: "Omne bonum desuper."

John Howard Sharp entered the classical school of that distinguished educator, William R. Galt, and also attended the Norfolk Military Academy. He finished his educational career at the Virginia Military Institute at Lexington. The war of 1861 found him engaged in commercial pursuits, but he was one of the charter members of Company F, a military company raised at Norfolk after the John Brown Raid, and subsequently acquired quite a reputation as Company G, 6th Regiment of Virginia. Mr. Sharp went to Craney Island with this company, and subsequently was appointed a lieutenant in the Virginia Army, and ordered to report to Colonel F. H. Smith, at Craney Island. He was placed in charge of the quartermaster's and subsistence department there. Some months later, the Army of Virginia was disbanded, and a commission as captain in the army of the Confederate States was forwarded to Mr. Sharp, with orders to continue at his post. He declined to accept the commission, and after putting his office in order resigned and turned it over to Captain George Chamberlaine. Mr. Sharp then proceeded to Richmond, Virginia, and was one of the charter members of the light artillery company known as Otey's Battery, of Richmond. He followed its fortunes and shared its honors until 1864, when he was detailed to serve as a personal courier for General E. P. Alexander, Chief of Artillery, 1st Corps, Army of Northern Virginia. He served under that officer, and surrendered with him at Appomattox Court House, April 9, 1865. The war ended, Mr. Sharp went to North Carolina and engaged in farming, at which he continued until 1880. He then left his farm to accept the office of secretary and treasurer of the Carolina Central Railroad at Wilmington, North Carolina, which road had just been acquired by John M. Robinson, of the Seaboard System. In 1893, Mr. Sharp was chosen treasurer of what was then called the Seaboard System of Roads, when headquarters were moved to Portsmouth, Virginia. This was regarded as a most creditable promotion. He was called to succeed William W. Chamberlaine, who had been tendered the position under the reorganization, but declined to serve longer. In 1899, when the greater Seaboard Air Line was organized and the mileage greatly increased, Mr. Sharp was elected treasurer of that system, which responsible position he has ably filled since.

December 19, 1866, Mr. Sharp was united in marriage, at Charlotte, North Carolina, with a daughter of Dr. Cyrus L. Hunter, the author of "Revolutionary Sketches of Western North Carolina." He was a son of Rev. Humphrey Hunter, the Revolutionary patriot, who served under "Lighthorse Harry," and who is well known in connection with the Mecklenburg Resolutions, in 1776. John Howard and Sophia (Hunter) Sharp became the parents of six daughters and two sons, of whom Virginia married George P. Hardy, an electrical engineer, now of New York City; William L. is farming in North Carolina; Henry Talbott is connected with the staff of the *New York Sun;* and the other five daughters are unmarried and reside with their parents at Swimming Point, Portsmouth, Virginia. Their names are,—Claudia Willoughby; Katharine Lyman; Nancy Forney; Florence Southall; and Frances Stedman.

DR. H. S. ETHERIDGE, a medical practitioner of Wallaceton, Norfolk County, Virginia, is a gentleman whose trained abilities have brought him into public notice, and won for him the regard, esteem and respect justly due to a man of his influence and usefulness in the community. The work of a physician, from its very nature, is of the kind that brings him into closest relationship with the people. The manner in which he carries the heavy responsibilities of his vocation is ever to the public a matter of most vital importance. That Dr. Etheridge knows fully the ethics of his profession, as well as its requirements, and every day of his life lives up to them, admits of no discussion. His high standing everywhere proves his fidelity to his patients' interests, and his success proves his talents.

Dr. Etheridge was born in North Carolina, in 1839, and is a son of Mathias and Amy (Dudley) Etheridge. Mathias Etheridge was also born in North Carolina, and followed the calling of a Baptist minister throughout his life. He was united in marriage with Amy Dudley, a native of Princess Anne County, Virginia; of the family reared by them, but three brothers survive, namely: H. S.; O. M., a resident of Berkley; and J. B., of Princess Anne County, Virginia.

The subject of this sketch having secured all the learning possible from attending common schools, entered the Medical Institute, at Cincinnati, Ohio, and graduated with honor from that institution in 1861. He chose Norfolk County as his field of operations, and has done excellent work here ever since.

Dr. Etheridge has been twice married, Sarah C. Stuart became his wife by the first marriage. She was a native of Norfolk County, and they reared an only child, Amy C., who married Dr. John L. Lister, a well-known physician and surgeon of Camden County, North Carolina. In 1898, death deprived him of his companion, and after some time, in 1900, he was united in marriage with Mary E. (Davenport) Ferebee, the widow of Col. Dennis D. Ferebee, who rendered gallant service in the Confederate Army. The ceremony was performed November 28. By her former marriage she had one child, Margaret E., who married Dr. McMurran, a physician of Portsmouth, Virginia. In religious faith the family are identified with the Methodist Episcopal and Protestant Episcopal Churches. Dr. Etheridge is a member of the Norfolk Medical Society, and likewise of the Seaboard Medical Society of North Carolina. He is a Democrat in politics.

JOHN M. JOHNSON. The business of general merchandising in a community like Deep Creek, Norfolk County, Virginia, is always a feature of considerable importance. The man who has the faculty to carry this on successfully becomes an important factor in the growth and general prosperity of the place. Mr. Johnson, the gentleman whose name heads this biography, has been such a merchant, and has dealt in all the articles required by the household, from provisions to clothing.

Mr. Johnson is a son of John T. and Virginia (Moore) Johnson, natives of Norfolk County, and was born at Deep Creek, January 27, 1857. John T. Johnson spent his entire life in agricultural pursuits, and owned an 80-acre farm at the time of his death, in 1889. He chose for his wife Virginia Moore, and they had seven children, namely: William S.; Alice M.; Ella; John M.; Robert; Molly; and Thomas.

John M. Johnson attained his early mental training in the public schools of Deep Creek, and the Poughkeepsie Business College, and helped his father on the farm until he was 16 years of age. He decided at that time to embark in mercantile life, and accordingly, in 1876, established his present business at Deep Creek. During the quarter of a century since elapsed, he has conducted the business with the



LEWIS C. JONES.

best of results, proving his good judgment and foresight as well as his ability in that line.

In 1898, Mr. Johnson was united in matrimony with Ella Brooke, who was a native of Petersburg. They have one child, Clarence,—the light of the home. The family are members of the Methodist Episcopal Church, South.

In politics Mr. Johnson accepts the doctrines of the Republican party. In fraternal circles, he is a Mason of some prominence. He is well thought of in his community, and is highly esteemed by his friends.

LEWIS C. JONES, whose entire life has been devoted to the industry of building and repairing ships, maintains a large shipyard at the foot of Main street in Berkley. The yard covers an area of two acres, and a very important feature is a marine railway of three sections, with traction power sufficient to draw up vessels of 200 tons' register. It is one of the most important concerns of the kind in this section, and gives employment to a large force of men. Mr. Jones was born in Smithfield, Virginia, and is a son of Nathan and Cassandra B. (Jordan) Jones. Nathan Jones was a capitalist, having been left a fortune by his father. The subject of this sketch is one of 12 children, of whom two sons and three daughters are now living. He is the youngest of six brothers.

Mr. Jones attended the schools of his native town, and first entered business life as a clerk, receiving a salary of $3 per week. He then learned the trade of a ship-carpenter with Mr. Hope, and after working a period of 18 months became boss of the yard. He then entered the employ of the Baker Wrecking Company, where he continued for 12 years. He learned every detail of his business thoroughly, and his work was of a very high character. In association with others, he next bought C. J. Colonna's marine railway. Later the property changed hands and the business was conducted under the firm name of L. C. Jones & Company. The entire concern was subsequently acquired by Mr. Jones, and he has conducted it in a highly successful manner for more than 20 years. During the summer and fall the yard presents a picturesque and stirring spectacle, from 25 to 40 skilled mechanics being employed at repair work. During the winter a large force is employed in building tugs, barges, schooners and other vessels. Many of the craft built here are familiar along this section of the Atlantic Coast, prominent among them being the tugs "Marietta," "Mollie," "Marie Joseph" and "Dauntless," and the schooner "M. J. Lee." Mr. Jones' thorough familiarity with the industry has resulted in a number of trips to Washington, D. C., and Richmond to present the needs of the port for national and State aid, and it is needless to say that the interests of this community could not have been more ably represented. Mr. Jones has been a member of the Town Council of Berkley, and served on various important committees. He has ever had the welfare of the community and county at heart, and is one of the foremost in the belief that the greatest ultimate good will be accomplished by the consolidation of Portsmouth, Norfolk and Berkley into a single corporation, and it is thought but few years will elapse before this idea will be carried out.

Mr. Jones was united in marriage with Sarah A. Bott, a native of Amelia County, Virginia, and a daughter of Sidney S. Bott, of Chesterfield County, Virginia. They are the parents of five children, as follows: Nathan; L. C., Jr.; Alice C.; Frank M.; and Raymond B. Mr. Jones is a charter member of the Benevolent and Protective Order of Elks Lodge and also a charter member of Robert E. Lee Lodge, K. of P., and has passed through all the chairs. He has one of the most attractive homes in the town, and in the summer, when the foliage is verdant and flowers are in bloom, the place is one of striking beauty. The long and deep verandas, which extend along the

front and side of the house, constitute a very pleasing feature and add greatly to its attractive appearance. A portrait of Mr. Jones accompanies this sketch, being presented on a preceding page.

WILLIAM S. JOHNSON, a well-known merchant of Gilmerton, Norfolk County, Virginia, is also of some prominence as a real-estate dealer, and occupies a conspicuous place in the social and political affairs of his community.

Mr. Johnson is a son of John and Virginia (Moore) Johnson, and was born December 21, 1847, on his father's farm near Gilmerton. John Johnson claims Norfolk County as his native place, but he was reared in St. Louis, Missouri. There he spent the first 35 years of his life, and finally returned to Norfolk County and located on a farm near Gilmerton, where he was very successful in farming. He married Miss Moore, a daughter of John Moore, and they had a number of children.

William S. Johnson went to school in his boyhood days at Deep Creek, until he had attained the age of 15 years, resided on the farm, assisting his father in whatever way he could. A position as clerk in Mr. Stout's store was then offered him, which he accepted, and kept for some time. He subsequently found employment in the Roper lumber mills, as clerk, and remained there until 1876. In 1883, he embarked in mercantile business for himself at Gilmerton, and so successful has he been that he has continued in the same line ever since.

In 1896, Mr. Johnson was united in marriage with Flora Davis, who was born in Isle of Wight County, Virginia. They have reared two children,—Esther A. and William G. They are members of the Methodist Episcopal Church, South.

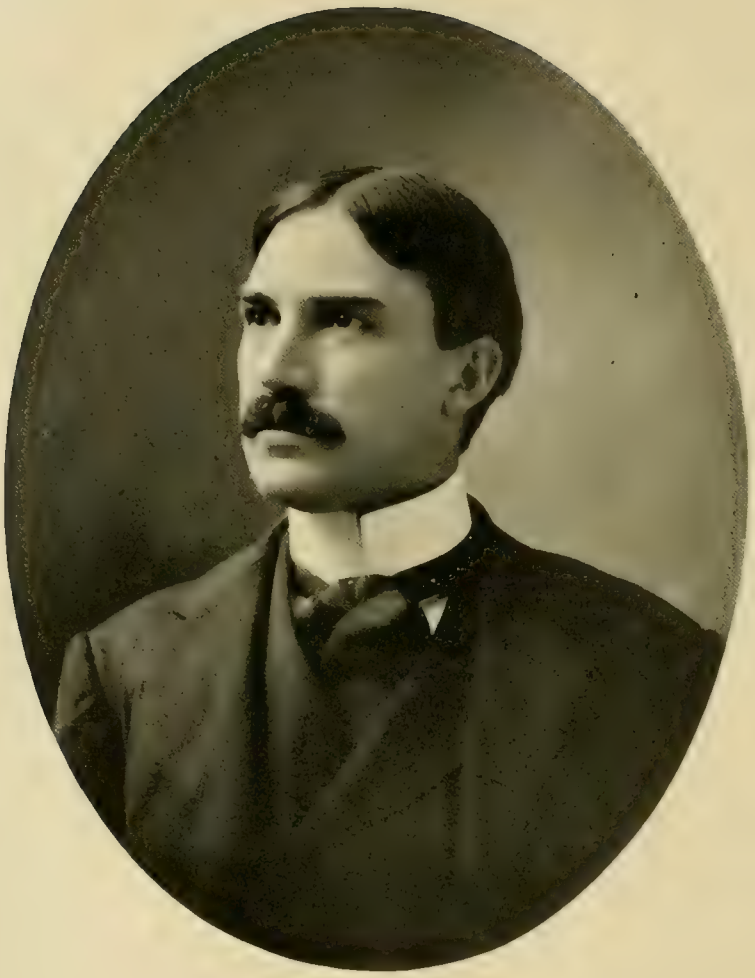
Mr. Johnson owns several houses, and has also an interest in a tract of land in Norfolk County, consisting of about 280 acres in all, besides this, he owns and rents a fine, large farm. In his political action, he does his part to advance the interests of the Republican party in his district, and has served as supervisor for 16 years, giving satisfaction to all.

Mr. Johnson is a member of the Masonic order, and also of the K. of P. organization. He is industrious and energetic as a business man, and as a citizen is highly respected and honored for his ability and worth. His store is a model of neatness and order, showing his taste throughout, and he has the patronage of the best class of people in his vicinity.

J. E. HALL, a leading merchant and enterprising citizen of Great Bridge, Norfolk County, Virginia, where he has been a merchant since 1899, also owns the sawmill at that place, having established that business in 1897. Mr. Hall is a son of Wesley and Frances (Land) Hall, and grandson of James Hall, the father and grandfather having been born at Great Bridge. J. E. Hall's birth occurred January 14, 1864, at the same place, and he has been a resident of Great Bridge for many years.

Wesley Hall first saw the light of day in 1817, and during his active life followed the occupation of a carpenter and ship-builder. During the War of the Rebellion he was employed in the United States Navy Yard, at Portsmouth. His marriage with Frances Land, a native of Princess Anne County, Virginia, was blessed with eight children, namely: Willis; Robert A.; Susan; M. W.; Frank; J. E.; Mary F.; and M. Land. Willis, Robert A. and Frank are deceased. Susan married M. W. Hodges. Mary F. was united in marriage with a Mr. Striker, of Williamsport, Pennsylvania.

Mr. Hall obtained what education was possible from the schools at Bell's Mills, and worked in a sawmill for some time. He finally went into that business at Great Bridge, and



S. T. DICKINSON, JR.

then engaged in mercantile pursuits. He is polite and accommodating, and his trade is rapidly increasing by reason of the fact that he employs only fair, straightforward methods in all his affairs. He chose for his wife Bettie Curling, a daughter of Bartlett Curling, a member of Col. William H. Stewart's regiment, who fought gallantly in the war between the States. Mrs. Hall was born near Hickory Ground and has proved a worthy helpmeet for her husband. They have one child, Frank N., born January 4, 1890, who occupies quite an important place in the domestic circle.

In political opinions, Mr. Hall is a decided Democrat, and helps much to advance his party's interests. He and his wife are devoted members of the Berea Christian Church, and are active in all its good work.

S. T. DICKINSON, Jr., of the prosperous and enterprising business firm of S. T. Dickinson & Company, provision brokers, located at No. 170 Water street, Norfolk, Virginia, is a man of recognized ability, and has done much to build up and increase the business with which he has been connected since 1897. The present company, at that time, succeeded C. E. Verdier & Company, and from the start success has crowned their efforts. Under the capable management of Mr. Dickinson, the business has increased largely, the volume during the present year being more than five times that of their first year's business. Everything in the modern grocery line is handled by this house, which conducts strictly a wholesale trade.

S. T. Dickinson, Jr., is a native of Caroline County, Virginia, and is a son of Dr. S. T. and Bettie Ann (Chandler) Dickinson, who were born and reared in the same county. Dr. S. T. Dickinson is widely known all over the State of Virginia, and is considered one of the leading physicians and surgeons of his State. He resides at Milford and has an enormous practice in that vicinity. He is a graduate of Jefferson Medical College and for the past 40 years has been actively engaged in his chosen calling. He has frequently been offered a professorship in various colleges, but prefers the more useful and beneficial life of a general practitioner. He has served as coroner and has held many autopsies. During the war he served four years as surgeon, chiefly engaged in hospital work. Dr. Dickinson is a worthy scion of one of the oldest and most favorably known families in the State. He and his wife are devout and active members of the Baptist Church, to which they contribute largely. The Doctor now fills the office of deacon, which he has held for a number of years. His practice extends not only throughout the county in which he is a resident, but also into adjoining counties. He and his worthy wife have reared three sons, the eldest being the subject of this review. The others are Charles R. and R. D. The former resides in Chicago, Illinois, being employed in the offices of the Chicago, Burlington & Quincy Railroad. The latter resides in New York City and is working in the superintendent's office of the Western Union Telegraph Company.

S. T. Dickinson, Jr., had good educational advantages, and graduated from Richmond College, at Richmond, Virginia, in the class of 1888. After leaving school he spent six years in railroad work, being employed first on the Pennsylvania Railroad, and later on the Louisville & Nashville road. He severed his connection with the latter in order to accept a more flattering position with the Panama Railroad Company, in South America. He served first as clerk and afterward became an officer of the company and spent four years as such, during which he had many thrilling experiences in that strange country.

As an officer of the road he came in close contact with the government officials of that country, especially during the periods of revolutionary outbreaks, when the revolutionists attempted to overthrow the government. He

was frequently called upon at such times to take the Governor and his staff across the isthmus, from Panama to Colon or vice versa, as the occasion demanded. It was also the duty of the railroad company to transport large bodies of men in the same manner.

In 1884 a fire broke out in the city of Panama. In a short time it was beyond control and was raging from the wharf four blocks deep. Mr. Dickinson was quartered in a distant part of the city and after reviewing the situation reported to the Governor that the only chance he saw to save the city was to go a block or two ahead of the fire and blow up sections of several blocks with dynamite. The Governor soon saw the policy of the proposition and gave permission to Mr. Dickinson to put the plan into execution. This he pledged himself to do with the help of 12 selected men.

The men were furnished him and they set about the task, having the support of the leading people. But the police were not in sympathy with the movement, and either could not or would not give their support by keeping the people back out of danger and the plan had to be abandoned. The consequence was that the fire continued to rage and cut its way through the entire city, destroying 55 blocks. Much of the property destroyed might have been saved. This was acknowledged by the populace when it was too late.

Much has been said about the unhealthy climate of Panama, but it is the opinion of Mr. Dickinson that much sickness, and in fact nearly all the epidemics of that climate, are brought on by neglecting the laws of hygiene. He believes that if the people will observe the laws of health, keep regular hours and not expose themselves to night dews, health in that locality can be preserved as well as in any other. While there, he was also engaged in the exchange business, buying and selling gold, silver and drafts. Finally he returned home in 1897, and embarked at once in the business which has engaged his attention ever since.

Mr. Dickinson is also a director in the Norfolk Freight & Transportation Bureau, and takes an active part in the proceedings of that body. October 5, 1897, he was joined in marriage with Ruth Owens, a daughter of B. H. and Missouri Owens. Her father was formerly a very prominent business man of Portsmouth, but is now retired. Both of her parents are members of the Methodist Episcopal Church, South. Mr. Dickinson is a member of Freemason Street Baptist Church, and is now filling the double position of deacon and treasurer, and in addition to his very evident interest in the church, he has a large class of young men in the Sunday-school of that denomination. He spends much of his time and effort in religious work, being especially interested in Sunday-school work. Fraternally he is a Master Mason, a Modern Puritan and also a member of the Uniform Rank of the Knights of Pythias. He is looked upon as a model citizen, and as such is a source of pride to the good citizens of Norfolk. His portrait accompanies this sketch.

ROBERT W. MacDONALD. proprietor of five restaurants in the city of Norfolk, was the first to establish a dairy lunch business in the city. He is a gentleman of recognized ability, is ambitious and energetic, and the success attending his efforts is well merited.

Mr. MacDonald was born in Canada in 1873, and when 15 years of age went to Boston, Massachusetts, where he became identified with the restaurant and hotel business. He next went to Baltimore and followed the same line of business, and in 1894 came to Norfolk, Virginia. He established the pioneer dairy lunch business of the city at No. 99 Main street,—now No. 231 Main street. His business grew with remarkable rapidity and prompted him in establishing four other stands in the city. He now conducts establishments at Nos. 231, 365 and 289 Main street; 108

Commercial Place; and 99 Roanoke avenue; and in the spring of 1902 will occupy the new building on Atlantic street, opposite the new Post Office. He is a member of the Board of Trade and Business Men's Association in Norfolk, and of the Norfolk Refrigerating & Cold Storage Company. He is principal owner of the Crystal Ice Cream Company, the capacity of which was 200 gallons per day in 1901. It will be increased to a capacity of 1,000 gallons per day in 1902.

In 1895 Mr. MacDonald was united in marriage with Sadie Clark, who was born in Canada and is a daughter of J. B. Clark, of Cleveland, Ohio. They were married in West Somerville, Massachusetts, and have one son, Atwood Laing, who was born in 1896. Mrs. MacDonald is a member of the Baptist Church. The subject of this sketch is a member of the Royal Arcanum; Knights of the Maccabees; Modern Puritans; and the Seaside Club of Ocean View.

MRS. IDA (JOHNSON) GORDAN, an estimable resident of Norfolk, Norfolk County, Virginia, was born in Nashville, Tennessee, October 5, 1847, and is a daughter of John Bellenfant and Eliza (Baird) Johnson. She is one of the eight children born to her parents, namely: Mary P., widow of Charles P. Maguire, living at Nashville, Tennessee; Fannie B., wife of James W. Leigh of Norfolk, Virginia; John B., who died in the Confederate Army; Ellen, who died in her youth; Alexander D., who died in infancy; Ida, the subject of this sketch; Anna, who died at the age of six years; and Alexander, who died in infancy. Mrs. Gordan's father and brother were in the Confederate Army, and their property was all confiscated. The Federal Army took possession of their home, but General Thomas kindly permitted them to occupy two or three rooms. The property was put up for sale, and a good price was paid for it by one of the daughters. Mrs. Gordan was between the lines of the contending armies throughout the war.

Ida Johnson was married to George W. Gordan in 1875. He was born in Norfolk in 1842, and was a son of John D. and Susan (Stratton) Gordan. His father was a banker and established the banking concern of John D. Gordan & Company. He and his wife were the parents of nine children, as follows: Sarah, deceased; Mary Ann, of Norfolk, widow of Robert Timberlake, a banker; John D., deceased, who was engaged in the banking business; Susan B., widow of Victor Nottingham, a capitalist; Virginia, who lives at the old home, which was built during Revolutionary times; Joseph P., deceased, who was a banker; Cornelia, deceased; George W., husband of the subject hereof; and Henry C., deceased, who was also a banker.

George W. Gordan enlisted for service in the Confederate Army when a boy, and served until the end of the war. He was at first in the Young's Harbor Guard, Artillery, and afterward in the Norfolk Light Artillery Blues. After the war he was a lieutenant in the Blues, of which his brother Joseph was also a member during the war. After the close of the war he went into the private bank of John D. Gordan, which was in operation for a period of 65 years. He subsequently engaged in the real-estate business in connection with Leigh Brothers & Phelps, and continued thus until his death in 1887. He was a very successful business man and stood high in Norfolk, where he always lived. The banking firm of John D. Gordan & Company ceased about six years after the death of the last member of the family.

Mr. and Mrs. Gordan became the parents of four children, as follows: Ida Johnston, who married John Sage Fiske, an importing merchant of New York City; James Leigh, who is in the citizens' Bank of Norfolk; John Dozier, who is with the Old Dominion

Guano Company; and Virginia Baird, who is attending school. Religiously, Mr. Gordan was a member of St. Paul's Protestant Episcopal Church. Freternally he belonged to the Royal Arcanum.

MARTIN J. RYAN, the efficient chief of the Norfolk Fire Department, was born in Ireland, November 4, 1854, and for the past 30 years has been engaged in fire-department work.

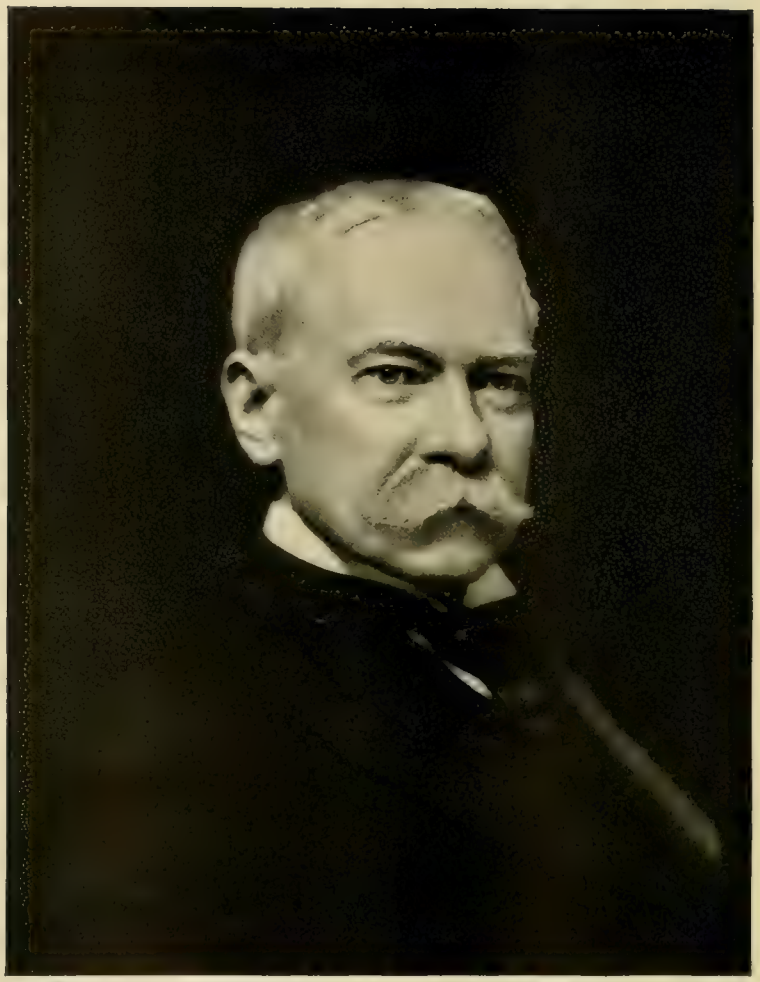
Mr. Ryan's parents came to the United States and settled in Kingston, New York, where the subject hereof was reared and schooled. Subsequently he engaged in ship carpentry, and the manufacturing of boilers. While a resident of Kingston he took a great interest in its fire department, and joined that body in 1870. He organized the Union Hose Company, No. 4, and was its first foreman. In 1876 he moved to Norfolk, and engaged in the cotton business. Shortly after having settled in Norfolk Mr. Ryan joined the Norfolk Fire Department. In 1888 he relinquished his cotton business to accept the position of inspector of the Norfolk Water Works. During the year 1894 he was discharged from that position on account of not being in accord with the municipal administration. Three days later he was elected chief of the Norfolk Fire Department, having been foreman of Engine Company, No. 4. Chief Ryan has held the office of chief since his first election to that office, a fact which proves his capability.

Chief Ryan's administration has been superb. The call department has been organized into a full-pay department, with five steamer companies, a chemical company, and two truck companies. Two fire-engine houses have been added, and the department has been distributed more or less. The fire-alarm system, having 45 miles of wire, has been divided into six circuits, and many of the wires have been placed under ground. These are but few of the many improvements made by Mr. Ryan.

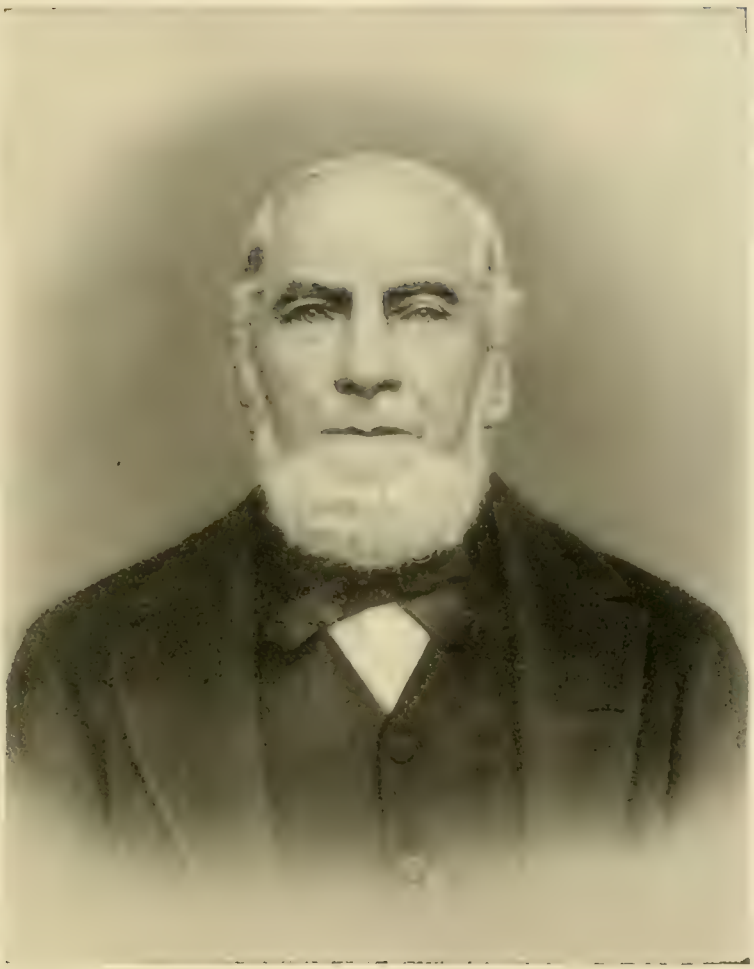
The early records of the Norfolk Fire Department were not kept, but since the election of Mr. Ryan a full account of the date and time of each fire has been recorded, and of the box from which the alarm was turned in, the location, owner of property, occupant, description and occupation of buildings, value of property, insurance carried, and cause of the fire. These records can be referred to at any time. The Chief's first call to a fire brought the department to the large warehouses of Jones, Lee & Company, which had been burning some time. With quick judgment, Chief Ryan placed his men where tons of water could be thrown on the burning buildings, and they were saved. The Chief has performed many noble feats in life-saving, which called for daring nerve and quick judgment, and these feats, both in life and property-saving, have brought him the highest praise. Mr. Ryan has in his possession many letters from some of the most representative citizens of Norfolk, in testimony of his splendid conduct and management of his men during large fires.

Chief Ryan has entertained visiting firemen and their companies with much courtesy, and often at a considerable personal expenditure. The records of fires in 1899 show that out of 168 fires, in 12 months, with a property valuation of $2,531,090, and a total insurance of $1,684,200, the total damage was but $51,-903.30. In 1900, there were 219 fires, with a property valuation of $1,983,655, insurance, $877,350, and a total fire loss of $32,387.

In 1882 Mr. Ryan married Elizabeth Cavanaugh, a native of Norfolk, and he has a family of seven children. He is a member of St. Mary's Roman Catholic Church. He is also a member of the International Association of Fire Engineers; the Benevolent & Protective Order of Elks; the Emerald Beneficial Association; and the Knights of Columbus; and is president of the local branch of the Catholic



Thomas Shannon



JAMES H. SHANNON.

Knights of America. In politics he is a Democrat.

The city of Norfolk has just cause to be proud of its fire department chief. He has a thorough knowledge of fighting the flames, and never, with the exception of one instance, has he allowed a fire to spread. He has been very efficient in saving property, and bids fair to hold his present position as long as his age and health permit.

JAMES H. SHANNON, deceased, was for many years an honored citizen and business man of Portsmouth, Norfolk County, Virginia, and was a worthy representative of one of the oldest and most prominent families, whose history is closely interwoven with the history of this section. Mr. Shannon was joined in marriage with Martha Smith Key. Both families, the Shannons and the Keys, were noted for their fighting proclivities, and members of both distinguished themselves by their courage and bravery during both the Revolutionary War for freedom, and the War of 1812.

Baron Shannon, grandfather of James H. Shannon, was a refugee from Ireland. He was prominent in the Emmett Rebellion and for safety came to America, settling on the banks of the Schuykill River in Pennsylvania. His marriage with a Miss Clementine, a French lady, resulted in the birth of four sons: Livingstone, Clement, John and Henry. The two oldest sons fitted out a privateer during the War of 1812, and were granted letters of marque. At the close of that war, Livingstone settled in New York City, and Clement settled in Philadelphia, where he engaged in the wholesale tea business, his younger brother, Henry, having previously lived in the latter city for years.

John Shannon, the father of our subject, located at Reddington, North Carolina, now known as Elizabeth City, being so named in honor of Elizabeth Tooley, its pioneer benefactress and founder. This esteemed and time honored lady was the grandmother of our subject on the maternal side. She deeded to Elizabeth City the land now known as the "Water-Front," and for some distance back. Her daughter, also called Elizabeth Tooley, married the John Shannon previously mentioned, father of our subject. He was lieutenant in a military company from Elizabeth City in the War of 1812, and with his company was stationed at Sewell's Point, near Norfolk, Virginia.

The Keys were prominent and well known in Norfolk County. They donated the land through which the Key Road extends and the lake known as Key Lake was a part of their property. John Key, the great-grandfather of Mrs. Shannon, was a lieutenant in the army and navy in the Revolutionary War, serving as ensign in the 8th Virginia Regiment of the Continental Army. His son, Jonathan Key, was born in 1767 and died October 17, 1853. He married Lois Veale, a descendant of Crawford Veale. Their son, Jesse Key, was born August 5, 1789, and died October 12, 1815. He also had a taste for military life, serving as lieutenant of the Portsmouth Rifle Company in the War of 1812. Martha Smith Key was his only child.

James H. Shannon and Martha Smith Key were married November 4, 1834, and she was the first to depart this life, dying May 8, 1881, at the age of 67 years. Mr. Shannon survived until May 12, 1897, when he died at the age of 86 years. They were the parents of 10 children, several of whom died in early life. Those who grew to maturity were: Jesse Clement; Thomas; Mary Alexina; William L.; Monroe Whedbee; and Henry A.

Jesse Clement Shannon, after his graduation at Wake Forrest College in North Carolina, took a two years' course in the medical department of the University of Pennsylvania, graduating in 1859, at the early age of 22 years. At the outbreak of the Confederate

War he was located at Elizabeth City, North Carolina. He served as surgeon in the 68th North Carolina Regiment, C. S. Army, and was taken captive at the fall of Hatteras, and was incarcerated first at Fort McHenry, then at Fort Hamilton, and later at Fort Lafayette. At that time it was generally understood among the Southern States that no Confederate prisoners would be exchanged but would be held as traitors. Upon hearing this Mrs. Shannon, his mother, wrote to President Jefferson Davis a letter of inquiry and shortly afterward received a reply from him assuring her that her son would be exchanged at the earliest moment possible. This was in 1862 and the letter has been preserved by the family ever since. Dr. Jesse Clement Shannon married Lavinia T. Old, a daugther of James Old, of Norfolk County, Virginia, and they had one child, James O. Dr. Shannon served throughout the war, but during his service contracted consumption, from which he died in 1868.

Thomas Shannon was also a resident of Elizabeth City at the time of the outbreak of the Civil War and immediately enlisted in the 8th North Carolina Regiment, C. S. Army. Subsequently he was promoted to 2nd lieutenant, and was later commissioned 1st lieutenant for his bravery at Cold Harbor, in 1864. However, he never received the latter as he was taken prisoner during the conflict at that place, and held as such until the close of the war. He is now a resident of St. Louis, Missouri, where he is employed by the National Biscuit Company as cashier, and with this company he has been connected for the past 30 years, having entered their employ a few years after locating in St. Louis, in 1869. His services are of great value to the company and aside from business cares he takes an interest in social life. He is a member of Stonewall Camp. Confederate Veterans, of Portsmouth, and is also an active member of the Sons of the Revolution.

William L. Shannon, deceased, married Miss E. O. Ballentine, of Portsmouth, and upon his death was survived by his wife and two children: Leon G. and Elizabeth M.

Monroe Whedbee Shannon is a painter by trade and is now in the employ of the Seaboard Air Line at Portsmouth. He was united in marriage with Miss I. Veale, of Portsmouth, and they have six children, namely: Howard, Jesse, Lela, John, Julia and James.

Henry A. Shannon is connected with the police department of Portsmouth, Virginia, and makes his home with his sister. He was united in marriage with Julia Johnston, who was born in Richmond and is a daughter of Joseph Johnston. They have three sons: Thomas C., James J., and Henry A., all of whom were born on the old homestead.

Mary Alexina Shannon was reared at Portsmouth and still makes her home at the old famly residence at No. 212 Dinwiddie street, which was originally the property of Jesse Key, and where all the children of James H. and Martha Smith (Key) Shannon were born. Miss Shannon is among the best known and honored residents of Portsmouth, being esteemed and loved by all who know her. She is very liberal in her gifts to charity and does much to show her interest in the community in which she dwells.

Portraits of James H. Shannon and Thomas Shannon, his son, are presented in connection with this sketch, and appear on a foregoing page. The portrait of Thomas Shannon was engraved from a photograph taken in the spring of 1902.

JOHN WILLIS, JR., who is well known as the proprietor of the magnificent furniture establishment located on the corner of Church and Main streets, in Norfolk, Virginia, was born in Northampton County, Virginia, in 1870. He is a son of John and Rinthia (Travis) Willis.

John Willis, Sr., was born in Northampton County, Virginia, where he is now living at the

age of 75 years. He has always followed the vocation of a farmer and has met with success. He served with honor throughout the Confederate War. He was joined in marriage with Rinthia Travis, who died in 1885, at the age of 55 years, and they became the parents of nine children, as follows: Kate, who married William P. Wise, a farmer of Northampton County; Luther A., a farmer of Northampton County; Amanda, deceased; Margaret, who married W. T. Fitchett, a farmer of Northampton County; Lloyd, a farmer of Northampton County; Lummia, who lives with her father; Roberta, deceased; John, Jr.; and Mattie, who resides at home.

John Willis, Jr., attended the public and private schools at Northampton until he reached the age of 15 years, and then clerked in a store there for one year. He next went on a farm for himself and remained for four years, after which he came to Norfolk. He clerked in the furniture store of B. A. Johnson for 18 months, and afterward, under the firm name of Johnson & Willis, established a business at No. 360 Main street. The firm continued at that location for a year, and then moved to Portsmouth. At the end of one year there Mr. Johnson retired and P. W. Carney succeeded to his interests, the firm name being changed to Carney & Willis. This continued for 15 months, when Mr. Willis sold out to Mr. Carney and removed to Norfolk, purchasing the stock of Mr. Johnson in 1895. The establishment was located on Church street, where he remained until 1900. In the meantime, in 1897, he bought out his old partner, Mr. Carney, in Portsmouth, and conducted that business for two years in connection with his Norfolk Store. He then resold the Portsmouth store to Mr. Carney. In January, 1901, Mr. Willis moved into the Hotel Norfolk building, better known as the Purcell House, the oldest hotel building in the city. The dimensions of the building are 50 feet on Main street, 150 feet on Church street, and it is five stories high. The entire building is occupied by this business, and he also has an annex, the dimensions of which are 50 by 99 feet, the latter being used as a warehouse. It is two stories high. From a modest beginning a comparatively short time ago, Mr. Willis' business has witnessed a wonderful growth, and is today considered to be the largest furniture establishment south of New York City. His stock is a comprehensive one, of all kinds of modern and antique furniture, together with carpets and draperies. Enterprising and energetic, honest and straightforward in his every transaction, success has come to him wholly through his own efforts.

Mr. Willis was married, in 1892, to Pearl Johnson, who was born in Mathews County, Virginia, in 1871, and is a daughter of Benjamin A. and Lelia Johnson, and they have four children, namely: Rose, who was born in 1893; Benjamin A., born in 1895; Gladys, born in 1896; and John, born in 1898. Mrs. Willis is a member of the M. E. Church, South. Mr. Willis is a member of the Modern Puritans and the Royal Arcanum.

E. L. MAYER, a member of the firm of Mayer & Company, manufacturers and dealers in machinery and supplies, is engaged in business at No. 74 Commercial Place, Norfolk, Virginia. He was born in Norfolk, and has always made that city his home.

Mr. Mayer received his education in the Norfolk Academy, and began his business career at the age of 18 years. He engaged in the same line of business which he now follows, and has always met with success. This business has been conducted under the firm name of Mayer & Company since 1878, and is one of the most widely known concerns of the kind in the country. They handle engines, boilers, pumps, injectors, siphons, hose, tools, shafting and pulleys, iron pipes, fittings, valves, cocks, etc., belting, packing, waste, iron and

steel, nails, oils and cordage. They do a large business which increases each year. Mr. Mayer is a man of fine business perception, possessing a keen foresight, and unusual executive ability.

The subject of this sketch has been a member of the Select Council of Norfolk for a number of years. He is a member of the A. F. & A. M. lodge, and of the Virginia Club. Politically, he is a Democrat.

RICHARD A. DOBIE, as superintendent of the public schools of the city of Norfolk, Virginia, has established a record of which any man may well feel proud. His policy during his incumbency of that office has been one of progress, and it is but justice to this gentleman to say that the high degree of excellence of the Norfolk schools is chiefly due to his efforts.

Mr. Dobie was born in Sussex County, Virginia, August 3, 1846, and was educated at Newville Academy. He was a young man at the time of the Intersectional War, but, devoted to the cause of the Confederacy, he enlisted in January, 1864, in Sturdivant's Battery of Artillery. From that time until the surrender of General Lee, he bravely discharged the duties required of him as a soldier, and then returned home. For a period of 15 years he was a member of the Board of Harbor Commissioners, eight years of which time he served as president of the board, and rendered efficient service in that capacity, although no salary was attached to the office. In 1896 he first became identified with the public schools of Norfolk, being elected superintendent, to succeed K. C. Murray, deceased. The following year he was re-elected, and has held that office since. He has displayed wonderful executive ability, organizing the schools on a thorough business basis. He has elevated the standard of scholarship and the efficiency of the corps of teachers, and maintained perfect harmony with the School Board and the citizens of Norfolk. He is a man of great popularity with the residents of the city, rich and poor, alike, having many warms friends, socially, who are politically opposed to him.

Mr. Dobie is an unswerving supporter of the principles of the Democratic party, and has never voted any other ticket. He has taken a very prominent part in the affairs of the Royal Arcanum, and has held the position of grand regent of Virginia, and representative from Virginia to the Supreme Council. He is a member of the Masonic fraternity, and was master of Owens Lodge, No. 164, A. F. & A. M., of Norfolk, for several terms. He is commander of Pickett-Buchanan Camp, Confederate Veterans, and has always taken a very great interest in the workings of that organization.

JOHN OSWALD PITT, who is engaged in the grocery business in Norfolk, Virginia, was born in Norfolk December 18, 1862. His parents, Merritt G. and Lucy (Campbell) Pitt, were born in Isle of Wight County, Virginia.

John Oswald Pitt attended the schools of Norfolk and afterward learned the trade of a blacksmith, which he followed a short time, but at the age of 21 years he gave it up, and accepted a position on the police force. He was a member of the police force two years, when he was promoted to be a police detective. He continued thus for about 10 years, when he engaged in the grocery business, in which he has remained up to the present day. He is a self-made man and has just cause to be proud of the success which has come to him through constant faithfulness to business, and a determination to succeed. He is well known among the business men of Norfolk, and is highly respected for his honesty and integrity.

Mr. Pitt was united in marriage with Delphia E. Wright, of Princess Anne County,



EDWARD CAMP.

Virginia, and they have one daughter, Eoline. In May, 1900, Mr. Pitt was elected a councilman from the Third Ward, and is now a member of the Common Council. He is serving on the public building committee, and also on the committee for employment of inmates of the City Jail. He is on the committee to confer with the fire and police committees in reference to the relief of firemen and policemen. He votes the Democratic ticket, and has been an active worker in politics.

EDWARD CAMP, general superintendent of the Norfolk Knitting Mills, whose portrait is herewith presented, is an old and highly respected resident of the city, having located here in April, 1868. He was born in Tompkins County, New York, June 13, 1842, and is a son of Hermon and Catherine Camp.

Hermon Camp was born in Connecticut and spent the most of his life in New York State. He followed farming for a time and was also a merchant and manufacturer. His wife, Catherine, was a native of New York State.

Edward Camp grew to manhood in Tompkins County, New York, and at the age of 17 years enlisted on May 7, 1861, in Company I, 32nd Regiment, New York Volunteer Infantry. He participated in the battle of Bull Run and was wounded at West Point, May 7, 1862, just one year from the date of his enlistment. He was discharged from the service about six months later and returned to his home, where he engaged in mercantile pursuits and farming. In 1868 he came to Norfolk, Virginia, where, with the exception of four years, he has since lived. He was engaged in trucking for a number of years, and has since witnessed the development of what was his truck farm into a thickly settled district of the city. He became identified with the Norfolk Knitting Mills in the capacity of foreman in the finishing department, and from that position was promoted to be general superintendent of the plant January 1, 1901. He gave to the mill company the land on which the plant is now located. The Norfolk Knitting Mills is an extensive plant, employing about 225 men, and manufacturing men's balbriggan underwear, which has a sale throughout the country. Mr. Camp has made a success in a business way, and is a man of recognized ability. He has many warm friends of long years standing, and is highly respected wherever known.

In 1862 Mr. Camp was joined in the bonds of matrimony with Susan J. Winfield, of Trumansburg, Tompkins County, New York, and they have two children, Hermon W. and Mary H. Politically he is a true Republican. He was appointed deputy marshal of the Eastern District of Virginia, and served five years. In 1895 he was elected a member of the City Council, succeeding Mr. Anderson, and has been twice re-elected. He is public spirited and progressive, and has always been found on the right side of measures tending to advance the best interests of the city. Fraternally he is a Mason and Knight Templar. He is a member of Truman Post, No. 157, G. A. R., of New York. Religiously Mr. Camp is a faithful member of the Presbyterian Church.

R. H. TRICE, a member of the firm of W. H. H. Trice & Company, real estate dealers in the city of Norfolk, Virginia, is a son of W. H. H. Trice, one of the most prominent real estate dealers Norfolk has ever had.

W. H. H. Trice was born in Louisa County, Virginia, in 1844, and about 30 years ago came to Norfolk, where he was employed as a mail-clerk by the government for a period of 20 years. At the end of that time, with no capital, but with a strong determination to succeed and a character above reproach, Mr. Trice embarked in the real estate business. At the time of his engaging in this business, he had a desk

in the office of James Y. Leigh, where he was located for several years. He then formed a partnership with Walter Sharp, which continued for nine years, at the expiration of which time they separated, and the business was conducted as Trice & Son.

Many of the most successful real estate men in Norfolk have learned the business under Mr. Trice. Besides owning a large amount of real estate himself, the firm does a large general realty business, buying and selling property both in and out of Norfolk. W. H. H. Trice & Company are agents for property in Norfolk, and in the suburban towns around, and the business is conducted with splendid management. H. H. Trice, the subject of this sketch, could not have received his knowledge of this business under a better preceptor, as his father is one of the most successful real estate men in Virginia.

H. H. Trice is acknowledged to be one of the leading young business men of Norfolk, possesses sterling business qualities, and is modern and progressive in all his undertakings.

JOHN BENSON JENKINS, attorney-at-law in the city of Norfolk, is a well-known member of the bar of Virginia. He was born in Norfolk County, September 8, 1859. He was educated at Webster Institute, and at William R. Galt's school, in Norfolk. He attended Richmond College, and afterward was graduated with the degree of M. A., in June, 1882. After completing the course at the University of Virginia, he attended the Harvard Law School, and subsequently studied law at the University of Virginia.

In 1885, Mr. Jenkins began the practice of his chosen profession in the city of Norfolk, where he has won distinction as a lawyer of more than ordinary ability. He has a large general practice, to which he devotes most of his time. He has been identified with all the prominent enterprises which have been undertaken to develop Norfolk, and is one of that city's progressive citizens.

December 19, 1888, Mr. Jenkins was united in marriage with Eunice B. Wortham, of Richmond, Virginia. He is a member of Owens Lodge, No. 164, A. F. & A. M., is a director of the Public Library, manager of the Norfolk Seamen's Friend Society, and a trustee of the Norfolk Academy. He is one of the most public-spirited citizens of Norfolk, and is held in high esteem by all who are fortunate enough to meet him, or to have business dealings with him.

F. W. McCULLOUGH is one of the largest wholesale and retail lumber dealers in the city of Norfolk, Virginia, his business being located at the corner of Brooke avenue and Boush street. He succeeded to the business established by his father, who died April 9, 1896.

Allen Anderson McCullough, father of F. W., came to Norfolk, Virginia, just after the Confederate War, in 1865, and located on the waterfront, on the property which is now a part of the piers and wharves of the Old Dominion Steamship Company. He engaged extensively in the coal and lumber trade. About 1875, he concluded the work of filling in the marsh land which extended from the old wall at Granby street out to the port-warden's line, a distance of over one-third of a mile, and running along the port warden's line, nearly 1,000 feet. This vast tract of waste land, over which the tide ebbed and flowed, was converted, at an enormous outlay of money and work, and in the face of much opposition from various sources, into what is now the splendid terminals of the Chesapeake & Ohio Railway, and the New York, Philadelphia & Norfolk Railroad on the west, and the site of a number of fine buildings, erected and in course of erec-

tion, on Granby street, opposite the Monticello Hotel, on the east. This vast property, only partially improved and developed, has been a great factor in the growth of Norfolk, and especially has this been the case in its immediate neighborhood, where values have increased to figures only dreamed possible by Mr. McCullough himself. As an instance of this, the Cheasapeake & Ohio Railway purchased, in 1893, property for which they paid over half a million dollars, said purchase being a part of this tract and the property adjoining it. This property will always stand as a monument to the perseverance and energy of its originator and maker, who had the courage to undertake the task in the face of almost insurmountable difficulties. Allen Anderson McCullough was born in Cecil County, Maryland, where he was reared on a farm. He was engaged in the lumber business at Marlboro until he came to Norfolk. He married Miss Wheatley, who survives him. They had two sons, one of whom died.

F. W. McCullough was born and reared in the city of Norfolk, and early in life became identified with his father's business. He began at the foot of the ladder and learned the business in all its details and, when he assumed the management of it in 1896, was well qualified for the work. He has many friends and acquaintances in the city, and has always evinced a deep interest in all that pertains to the welfare of Norfolk.

JAMES F. DUNCAN. This gentleman occupies a prominent place in legal circles in Norfolk, Virginia, having been engaged in the practice of law in Norfolk since 1882. Mr. Duncan was born in St. Louis, Missouri, May 6, 1855, and is a son of James Duncan, who spent his last days in Gloucester County, Virginia, where he died in 1895.

James F. Duncan was educated at the Vermont Episcopal Institute, at Burlington, Vermont, and at Washington University, St. Louis, Missouri, later took a law course at the University of Virginia. He was admitted to the bar in St. Louis in 1876, and practiced there with much success for some time. In 1882, Mr. Duncan removed to Norfolk, Virginia, where he has a large and lucrative practice. He is a man of scholarly attainments, and his knowledge of his chosen profession is thorough. Mr. Duncan held the position of city attorney of Norfolk from 1891 until 1894, and prosecuting attorney for the city from 1896 until 1899. He is much interested in the welfare and prosperity of Norfolk, and gives his assistance readily when any public enterprise is undertaken. He is a member of the Democratic party, and an active worker in that organization.

Mr. Duncan married Lucy Dabney, of Gloucester County, Virginia, and they are the parents of two children,—Emery D. and Mary F. Mr. Duncan has erected a beautiful home in Norfolk. He is a member and past exalted ruler of Norfolk Lodge, No. 38, B. P. O. E., and is also a member of various other orders.

WILLIAM LAURENCE BAKER, who is now serving his second term in the office of city collector of Norfolk, Virginia, was born in Norfolk, in 1857. He is a descendant of one of the many well-known families of Virginia, and has just cause to be proud of his ancestry.

Mr. Baker was reared and partially educated in his native city, and after attending Prof. N. B. Webster's private school in Norfolk, he pursued a supplementary course at Bingham's Military Academy in North Carolina. At the close of his school days, Mr. Baker went into the transportation business, becoming purser on the old Washington Line of steamers, in which service he remained four

years. He then secured a position as cotton weigher for the Norfolk Cotton Exchange, which he filled for a period of 15 years. In 1896, he was chosen as the Democratic nominee for the office of city collector, and was elected by a large vote, and sworn into office in July of that year. He served to the entire satisfaction of his fellow citizens, and won much praise for his faithfulness.

Mr. Baker was defeated in his effort to secure a renomination for that office, but has since been nominated and elected to a second term as collector. Mr. Baker has always been a stanch member of the Democratic party, and for some years has taken an active interest in the affairs of that party. By his faithfulness in the discharge of his duties, he has won the approval of the entire public, as is shown by his election to a second term as city collector. Mr. Baker is a member of several fraternal organizations, among them being: the A. F. & A. M.; B. P. O. E.; K. of P.; I. O. R. M.; and Royal Arcanum.

Mr. Baker's home is on Boush street, in the Second Ward. He has a host of friends in Norfolk and in that vicinity, and is looked upon as one of the most public spirited men of the city.

C. WESLEY FENTRESS is one of the directors of the City National Bank of Norfolk, Norfolk County, Virginia, and a member of the firm of C. W. Fentress & Company, wholesale dealers in butter, eggs and cheese. Mr. Fentress was born in Princess Anne County, Virginia, in 1856, a son of James Fentress.

James Fentress, father of the subject of this sketch, was also a native of Princess Anne County. He was a farmer by occupation, and also dealt in lumber extensively, furnishing much of the lumber for the United States Navy Yard. He died at the age of 75 years. His wife, Annie (Dawley) Fentress, died at the age of 65 years. Of four children born to them, the subject hereof is the only one who survives.

C. Wesley Fentress attended the public schools of his native county, and at the age of 16 years began his business career. In 1876, he opened a retail grocery store on the corner of Church and Freemason streets, in Norfolk, Virginia, where he remained until 1889. Subsequently, he engaged in the commission and wholesale business, although on a very small scale; in 1889, he organized the business house of C. W. Fentress & Company, wholesale dealers in butter, cheese and eggs. This business grew so rapidly that the Norfolk Refrigating & Cold Storage Company was organized, Mr. Fentress being one of the original members. C. W. Fentress & Company have three floors of the building at No. 82 Roanoke street, devoted to refrigerating and storing, but this is not sufficient room, and a great portion of the Norfolk Refrigerating & Cold Storage Company's space is utilized. C. W. Fentress & Company do an immense business, exporting a fine quality of butter, cheese and eggs to Germany. They handle butter and cheese from the North and West, especially the noted Herkimer County cheese. The company has its own code of advertising, and has established a reputation which is well known in this country and abroad.

Mr. Fentress is identified with various enterprises in Norfolk, and is keenly alive to any undertaking which is for the advancement of the community in which he lives. He has built and enlarged several business blocks and residences in Norfolk, and is an extensive real-estate owner. He is a director in the City National Bank of Norfolk, vice-president of the Norfolk Refrigerating & Cold Storage Company, one of the organizers of the Board of Trade and Business Men's Association of Norfolk, of which he is now a vice-president, and a member of the Seaboard Fire Insurance Company.

Mr. Fentress was married to Sue Bayton, daughter of Rev. T. J. Bayton of Portsmouth.



ALVAH H. MARTIN.

She died at the age of 24 years, leaving an infant child, which died soon afterward. Mr. Fentress married, secondly, Effie Eley, a daughter of Capt. Hubert Eley, of Berkley, Virginia, and they are the parents of four children, namely: J. Hubert; Ethel Ann; Charles W.; and Thomas J., all attending school.

Mr. Fentress is a Mason and has taken the degree of Knight Templar. He is one of the most progressive business men of Norfolk, where he is highly esteemed for his upright character and fair methods in dealing with all.

FRANK E. WILCOX. Among the well-known business men of Norfolk, Virginia, is the gentleman whose name heads this sketch. He is secretary and general manager of the American Fertilizing Company, which is one of the largest establishments of the kind in the United States.

Mr. Wilcox attended the high school of his native town, and after finishing school removed to Norfolk, where he became clerk for C. L. Upshur, a manufacturer of fertilizers, who was then president of the Upshur Guano Company. Subsequently, Mr. Upshur withdrew from the old company and organized the American Fertilizing Company. At his death, in 1886, Mr. Wilcox became general manager of this latter company and has remained so ever since.

The American Fertilizing Company was organized in 1883, and Mr. Upshur acted as president of the company, with W. F. Wise as vice-president. The company was reorganized in 1886 under the present officers, namely: C. A. Nash, president; W. F. Wise, vice-president; F. E. Wilcox, secretary and general manager; and Henry Kirn, treasurer. The directors of the company are as follows: C. A. Nash, Henry Duke, W. F. Wise, J. E. Wright, J. T. Griffin, J. E. Peake, Henry Kirn, W. B. Carney, and M. W. Armstead. The business was first established on Water street, but the company purchased some property and erected a large plant at South Portsmouth, equipped with new and modern improvements; it is 304 by 200 feet, in dimensions, with 304 feet of wharf. The pay-roll of this company has reached $1,000 per week. When the American Fertilizing Company began to produce goods for the market, the old Peruvian guano was then used in this locality. This company now manufactures the "Red Brand," "Strawberry Guano," "Blue Brand," and "Peruvian Mixture," for sweet potatoes, and also for tobacco and cotton. Many others of their brands have found ready markets in the South and West, as well as in the Eastern states. This company keeps thoroughly abreast with the times, using any new material which proves beneficial to different plants.

Mr. Wilcox has been secretary and general manager of this business ever since he became a member of the company, and has devoted all of his time to the building up of this business, and has introduced the goods in North and South Carolina, where an immense amount is sold each year. In 1900, the American Fertilizing Company manufactured 21,000 tons of the fertilizer.

Mr. Wilcox is well known in Norfolk, where he is always interested in any public undertaking which is for the advancement of the city.

GEORGE ALEXANDER MARTIN, a respected citizen of Berkley, Norfolk County, Virginia, a recent portrait of whom accompanies this sketch, has attained a high degree of success as a practitioner of law. He has ever evinced a deep interest in all that pertains to the welfare of Norfolk County, in whose growth and development he has taken no small part. Mr. Martin was born in Norfolk County and is a son of Col. James Green Martin, Sr.

The earliest representative of the Martin family in this country was Gen. Joseph Martin,

who was a son of Thomas Martin. The mother of Thomas Martin was a sister of Lord Fairfax, of England, who was descended from the Duke of Kent, who sailed with William the Conqueror, and participated in the battle of Hastings. The history of the Fairfax family includes that of Lord Fairfax, who was general of the Parliamentary army opposing that of Charles I, of England.

Gen. Joseph Martin attained prominence as a general during the Revolutionary War, and rendered invaluable assistance to the Cause of Independence. He was the father of five sons, namely: Henry; James G.; George; Joseph; and the youngest, of whose name the record is missing, and who remained in Kentucky with his father and his brother, Joseph. George was the grandfather of the subject of this sketch. Henry settled in Henry County, Virginia, and it was after him that the town of Martinsville was named. James G. settled with his brother, George, in Norfolk County, Virginia, where they owned adjoining farms. He was an Episcopalian minister and later removed to Elizabeth City, North Carolina. He had one son, William, a celebrated doctor of Elizabeth City, North Carolina. Dr. William Martin had three sons, viz.: Gen. James G.; William F.; and Dr. Charles. Gen. James G. Martin was a major in the Mexican War, and a major-general in the Confederate Army, being a graduate at West Point. Among his descendants is Judge W. B. Martin, of Norfolk. William F. Martin was a colonel in the Confederate Army. Dr. Charles Martin was a distinguished dentist of Norfolk; he died without issue.

George Martin, the grandfather of our subject, served as aide-de-camp to his father, Gen. Joseph Martin, during the Revolutionary War, and was cotemporary with Daniel Boone in settling Kentucky. He came to Norfolk County from Kentucky, immediately after the Revolutionary War. He married Ann Old, and they reared two sons, Col. James Green, Sr.; and George Thomas, who died about 1837. The latter married Olive Gresham, a sister of Thomas B. Gresham, and they had two children, Joseph, who died very young; and Minerva, who married Robert Miller, from whom are descended Dr. Miller and others prominent in Norfolk County.

Col. James Green Martin, Sr., was born in Norfolk County, Virginia, March 11, 1797. He married a sister of General Foreman, who was a captain of cavalry, and later a general during the War of 1812. General Foreman was descended from Alexander Foreman, one of the first settlers of Norfolk, who owned large possessions about Great Bridge, where the famous battle was fought. James Green Martin was reared in Norfolk County, and became a merchant in partnership with General Foreman, continuing as such until after his marriage with the latter's sister. He then removed to his farm in the country. He served in the War of 1812, having entered the service at the age of 16 years, under Captain Pollard. He was later made a colonel in the militia. He also became presiding magistrate of Norfolk County, and served as such until he resigned in 1849. He was also a local Methodist Episcopal preacher. Five children were born to Colonel Martin and his wife, namely: James Green, Jr.; George Alexander; Frances Ann; Marina Martha; and Mary E. James Green, Jr., was the father of Alvah H. and George G., the latter an attorney of Berkley, and Maude, wife of F. W. Lyons, who is treasurer of Norfolk County. George Alexander is the subject of this sketch. Frances Ann was the wife of George T. Old, both of whom are deceased. Their union was blessed by two children, James Y. and Mrs. Alonzo Ives. Marina Martha married N. B. Foreman, a son of General Foreman; both are deceased, leaving the following children: Ionia, wife of J. F. Cooper, who was captain of Company F, 15th Regiment, Virginia Cavalry, C. S. Army, and after the war went to Texas, where he became a judge; Eugenia, who married Jerome Etheridge, of Princess Anne County, Virginia:

Frances, who married a legislator of Florida; Florence, widow of Gideon Hearing, a Confederate soldier; and Mary, who married a member of the legislature of Florida. Mary E., the youngest child born to James Green Martin and his wife, married William H. Barnes, recently deceased, who was deputy clerk of the Norfolk County Court. Mrs. Barnes also died, leaving the following children: Maacah, who died recently, unmarried; Mary (Wicks), of Berkley; and Marina (Sykes), of Mount Pleasant, Norfolk County.

Alvah H. Martin, a son of Col. James Green Martin, Jr., and Bettie L. Gresham, his wife, and nephew of the subject of this biography was born in Norfolk County, September 20, 1858. He first entered the office of the clerk of Norfolk County in 1874. He was soon after appointed deputy clerk, and later, clerk, to fill a vacancy. He was then elected county clerk and is now serving his fourth consecutive term of six years each, the last term having begun July 1, 1899. He has discharged the duties of his office in an irreproachable manner, and although the office is an attractive one and there are many candidates for it, the people have always rallied to his support. He is prominently identified with many land and improvement companies and manufacturing concerns. He is president of the Merchants' & Planters' Bank, of Berkley, and a director in the National Bank of Commerce, of Norfolk, Virginia. He is also the owner of large landed interests, which he manages profitably. The Improvement Board of Berkley was established by Act of the General Assembly in 1896, and of this Mr. Martin was elected chairman. This body has been of great benefit to Berkley, and evidences of its work may be seen on every street. In politics Mr. Martin is a Republican, having allied himself with that party at the same time as did General Mahone. He was a trusted friend and supporter of the latter, with whom he served on the Republican State Executive Committee. Socially, as well as in business, Mr. Martin moves in the best circles, and is highly esteemed by all with whom he is acquainted. Mr. Martin married, January 6, 1881, Mary E. Tilley, a daughter of Edward M. Tilley of Berkley, Virginia, who for more than 25 years has represented that section on the Board of Supervisors. Unto Mr. and Mrs. Martin have been born the following children: Fay; Mabel; James Green; Alvah H., Jr.; and Howard Gresham. Mr. and Mrs. Martin are members of Memorial Methodist Episcopal Church, South.

A portrait of Alvah H. Martin, engraved from a recent photograph, accompanies this sketch.

JOHN S. ETHEREDGE, a prominent liveryman of Berkley, was born in Berkley, Norfolk County, Virginia, April 16, 1865, and is a son of John Etheredge, and grandson of Samuel Etheredge.

John Etheredge was born five miles south of Berkley, in Norfolk County, and was a civil engineer by occupation. He was also engaged in the livery business in Berkley, where he spent 40 years of his life, and died there in 1888. He married Inda Hodges, who was born in Norfolk County, and is a daughter of J. H. Hodges. They reared seven children, as follows: John S.; Lala; Percy; Rosa; Colon and Mary, deceased; and Inda.

John S. Etheredge attended the public and private schools of Berkley, and later engaged in the livery business in partnership with his father. Upon the death of his father, in 1888, he continued the business alone. He enjoys his full share of patronage and has the largest business in Berkley, the stable being 98 by 165 feet, in dimensions. He is widely known in Norfolk County, and numbers his friends almost by his acquaintances.

In March, 1900, Mr. Etheredge was joined in matrimony with Miss L. Rogerson, who was born in Petersburg, Virginia. He is a Democrat in politics, and is a member of the Benevo-

lent and Protective Order of Elks; Knights of Pythias; and Junior Order of United American Mechanics. Religiously, he is a member of the Protestant Episcopal Church.

HON. TAZEWELL TAYLOR, judge of the Police Court of Norfolk, is one of the most brilliant of the younger members of the bar of this county. He was elected to his present office in 1900. He had previously been for several years a member of the City Council, in which body he was one of the most energetic and tireless workers in behalf of the city's progress.

Judge Taylor was born in Norfolk, Virginia, August 19, 1874, and comes of an old and distinguished Virginia family. He is a son of Frederick S. and Bessie (Brooke) Taylor, the latter of Fauquier County. His grandfather was Tazewell Taylor, who attained distinction as a lawyer, and was a well-known citizen of Norfolk. On his father's side, his ancestry in America can be traced back about 200 years.

Tazewell Taylor was reared in Norfolk and here received his preliminary education. He entered William and Mary College at Williamsburg, Virginia, and was graduated from that institution in 1892, with the degree of A. B. During the following year he took a post-graduate course in that institution. In the fall of 1893, he entered the law department of the University of Virginia, and was graduated with the degree of B. L. in 1895. Not having reached his majority, he spent a brief period in the office of the clerk of the Corporation Court, and in September, 1895, was admitted to the bar. He at once entered into active practice, and in 1897 formed a partnership with James U. Goode, the firm name being Goode & Taylor. It was a strong legal combination, and they quietly worked their way to the front, acquiring a good clientage, which was constantly becoming larger. This firm was dissolved in the spring of 1900, when Mr. Taylor was elected judge of the Police Court. He is a student, by nature, and is endowed with the qualifications which go to make a good lawyer. During the year, 1898, he was elected a member of the Common Council of Norfolk from the Third Ward, and immediately because one of the hardest working members of that body. He secured the passage of good legislation, and actively supported all measures which he deemed for the good of the city. He was placed upon a number of committees, among them the finance committee, and attended as many as 100 committee meetings in one year. He is an unswerving supporter of the Democratic party, but has always refused political office unless it was associated with his profession. Aside from the profession of law, he is a director in the National Bank of Commerce, and in the Seaboard Fire Insurance Company, two strong local organizations.

In 1897, Judge Taylor was united in marriage with Miss McCaw, of Richmond, Virginia, a lady of many excellent traits of character, who has proved a true helpmeet to him. They have one son, and reside on West Fairfax avenue, Ghent.

CHARLES W. ROCKAFELLER, superintendent of the Tunis Lumber Company of Berkley, Norfolk County, Virginia, was born in Stafford County, Virginia, and is a son of J. F. M. and F. M. (Whaling) Rockafeller. J. F. M. Rockafeller was a native of New York, and his wife was a native of Virginia.

J. F. M. Rockafeller was a farmer of Northern Virginia at one time, and later spent many years in prospecting in the West, notably in California, Nevada and Utah. He went to California during the gold fever in 1849, making the journey by the overland route, and suffered many hardships on the way. He mined in California, and made considerable



MRS. MARGARET CROMWELL.

money, which he afterward lost through some misfortune. He died in Utah, in 1887, aged 74 years. He married Miss F. M. Whaling, whose father was a member of one of the early families of Maryland. Mrs. Rockafeller was a very devout member of the Baptist Church, and a most worthy woman. Charles W. Rockafeller is the youngest of seven children, but three of whom are now surviving. Of these, Mrs. T. W. Williams is living in Washington, D. C.; and Mrs. A. P. Crane, resides in Baltimore.

Mr. Rockafeller was educated in New York and in Virginia, in the latter State, attending Oak Seminary. After leaving school, he embarked in the drug business, but after six months in that line abandoned it, and served as a machinist. At this he continued for six years, when he entered the building and real estate business in Baltimore, where he lived for seven years. He subsequently entered the lumber business in Norfolk, and has been engaged in that business for the past 13 years. He spent seven months in North Carolina, and six months in South Carolina, in the employ of the Atlantic Coast Lumber Company. With the exception of the 13 months spent in the service of that company, he has been with the Tunis Lumber Company, and is at present superintendent of its mills. He stands high in the esteem of his employers and subordinates, and is a man worthy of the confidence reposed in him.

Mr. Rockafeller was married January 12, 1874, to Miss E. F. Fritter, a native of Stafford County, Virginia, and a daughter of W. P. and Eliza Agnes Fritter, the latter an honored resident of South Norfolk. They have three children, namely: Grace; Lillian M., the wife of John M. Gibbs, of South Norfolk; and C. Hamilton, inspector for the E. H. Barnes Box Company. Mr. Rockafeller and his wife are members of the Baptist Church, in which the former was a deacon for many years; he was also for a number of years, superintendent of the Sunday-school.

Mr. Rockafeller has served as a member of the Town Council of Berkley for several terms. He has always taken an active interest in the politics of the county, and is an ardent Democrat. He is a member of the Royal Arcanum and Junior Order of United American Mechanics.

MRS. MARGARET CROMWELL, an octogenarian and a highly esteemed resident of Tanner's Creek, Virginia, whose portrait accompanies this sketch, is a lady possessing many excellent qualities, and occupies a high place in the estimation of her numerous friends. Mrs. Cromwell was born November 9, 1819, and is the relict of George E. Cromwell, who died at the age of 65 years.

General E. Cromwell was a native of Maryland, and was born in the year 1813, being a son of George Cromwell, also born in Maryland, who was of English descent, and traced his ancestors in a direct line to Oliver Cromwell, so well known in English history. George E. Cromwell was a farmer and fruit grower, and a great lover of fine stock, especially fine horses. At the time of his demise he left a widow and five children to mourn his death. The names of the children are as follows: George E.; Emma V.; Anna P.; Joseph B., deceased; and Maggie E. George E., the only son living, is a farmer and resides near Norfolk. Emma V. married John E. Ross, also a farmer, and they live on the farm near Tanner's Creek; Mr. and Mrs. Ross have two children, James F. and Georgia E. Anna P. was united in marriage with C. E. Powell, and also lives on a farm near Tanner's Creek. Maggie E. is the wife of J. D. Guy, whom she married April 27, 1886, and they have two children, Joseph Emmett, born February 5, 1887, and Mary Louisa, born May 2, 1889, who attend school at home.

J. D. Guy was born in 1861 in Norfolk

County, Virginia, where he remained until 1882, after securing his mental training as best he could, from the public schools. He then rented a farm and started out for himself. On this he remained for two years, and subsequently purchased a farm of 100 acres, on which he still resides and has been very successful. He has it in the highest state of cultivation, with well-kept outhouses and a commodious and convenient residence, in which he and his family dwell in comfort. The family are members of the Methodist Episcopal Church, South, and attend services regularly. Mr. Guy is a Democrat in politics and served as a registrar of votes for two years.

Mr. Guy traces his descent from George Guy, who, with three brothers, Bailey, Nelson and Harry, lived in Norfolk County during the eighteenth century, and mainly followed fishing and farming. Harry died in early life and Nelson lived to a ripe old age. Bailey attained the age of about 60 years, and George died of old age. The last named was a native of Norfolk County and was the great-grandfather of Mr. Guy. His son, John, the grandfather of Mr. Guy, was a farmer and fisherman of the same county, and passed to his final rest in 1858, being 72 years old at the time of his demise. His son, Joseph L., the father of Mr. Guy, was born in 1825, and is now living a retired life at Tanner's Creek, having been for many years a successful fisherman, disposing of the fruits of his skill in the Norfolk market. Mr. Guy is considered a representative farmer in this district, is progressive in his methods, successful in his business and thoroughly reliable in every respect.

CAPT. F. M. WOOD, who is in the service of the Norfolk County Ferries, was born in Plymouth, Washington County, North Carolina, in October, 1874. He located in Norfolk in 1886, but his mental training was received in the schools of North Carolina. At the early age of 13 years, he became mess boy on a yacht. He then sailed up and down the Atlantic Coast on a sailing vessel, and also made a voyage to the West Indies. After leaving the sailing vessel, he worked on a tug-boat, and filled all the positions on various kinds of craft. His advance was so rapid that at the age of 18 years, he was master of a vessel, his first command being the "Dirigo," owned by the Tunis Lumber Company. The first steam vessel which he commanded was the tug "Major" of Norfolk. Since 1899, he has been connected with the Norfolk County Ferries, and is one of its most trusted employees. He is now master of the steamer "Twin City." His record as a seaman has always been an excellent one.

Captain Wood was united in marriage with Dora Randolph, of Berkley, Virginia, and they have four children,—Annie E.; Herbert M.; Marion L.; and Joseph D. The Wood family reside in Berkley, where they are well known and highly esteemed by a large circle of friends. Captain Wood is a member of the American Association of Masters & Pilots.

CAPT. A. D. MORGAN, harbor master at Portsmouth, Norfolk County, Virginia, was born in Mathews County, Virginia, May 10, 1857. He is a son of William Morgan, who was also a native of Virginia.

Captain Morgan received his intellectual instructions in private schools of Mathews County, and at the age of 16 years began the life of a mariner. He was first employed on a sailing vessel for five years, and at the age of 22 years was master of a steam vessel. He continued this life until he was appointed harbor master of Portsmouth, a position he fills in a most able and creditable manner, winning the highest commendation for his faithful discharge of duty. He was appointed harbor master in 1898, and bids fair to hold that position for some time to come.

Captain Morgan is a member of the American Association of Masters & Pilots, and is one of the charter members of that organization. He also belongs to the Royal Arcanum; Woodmen of the World; and A. F. & A. M. lodges. He makes friends easily, and is considered one of the most popular men in Portsmouth.

CAPT. GEORGE B. DOWNING, who has been associated with the Merchants & Miners Transportation Company for the past five years, was born at Mackey Ferry, Washington County, North Carolina, January 9, 1871. He is a son of Thomas S. and Hattie E. (Wood) Downing.

The Downing family is one of the oldest families in the United States, and a tract of land, which was granted by the English crown, is still owned by Mrs. D. M. Herrington, a descendant of the original Downing grantee. Capt. William Downing, who came from England, settled in Washington County, North Carolina, as early as 1701. He engaged in the sawmill business, sawing boards for the old Methodist Church at Edenton, North Carolina. Henry Downing, his son was Capt. George B. Downing's great-grandfather, and Col. Joseph Downing was his grandfather. The first representative to the House of Representatives, from Washington County, was Capt. William Downing, and he was also elected speaker of that body.

Thomas S. Downing, the father of George B., was a farmer throughout his career. His early life was spent as a mill-boy. He was engaged in running a water and grist-mill until the time of the war, when, in 1863, he enlisted in the Montgomery True Blues, and served until the end of the conflict. He then married, and was engaged in farming in Washington County until 1879, when he removed to Tyrrell County. There he spent his remaining days, and departed this life, May 31, 1896. His wife, Hattie E. Wood, died February 9, 1888. They had nine children, six of whom are still living, namely: Mrs. Katie C. Barco; George B., the subject of this biography; Thomas W.; Richard S.; Lella (Lipscomb); and Joseph H.

Capt. George B. Downing grew to manhood in Tyrrell County, although his early training had been received in Washington County, North Carolina. In 1889, at the age of 18 years, he removed to Norfolk, where he began his nautical career. He took a position as cook on a steamboat, and from that he filled various positions on the deck until he was made master. His first steam-craft was the tug "Juniper." He was in the employ of the Seaboard Air Line for three years, and next engaged with the Merchants & Miners Transportation Company, in whose service he has been for the past five years. He has proven very valuable to this company, and is held in high esteem by his employers and by those beneath him in rank.

Captain Downing was married in 1896 to Mattie E. Perry of Berkley. She is a daughter of J. H. Perry, who was a merchant. Captain Downing and his wife have two children, namely: James B.; and Hattie M. The subject of this sketch is a member of the Elizabeth Lodge, A. O. U. W., of Norfolk; he is also a member of the American Association of Masters & Pilots. He has been quite active in the reorganization of the latter. Captain Downing makes his home in Berkley.

J. J. OTTLEY, who has been identified with various business interests of Berkley for many years, is one of the oldest inhabitants of the town. He was born in Berkley, Norfolk County, Virginia, October 7, 1846, being of Scotch ancestry, and is a son of William Ottley.

William Ottley was a blacksmith by trade, and followed that occupation until his death in 1846, before the birth of his son, J. J. He was

united in marriage with Mary Halstead, who was born in Norfolk County, and died in 1876, at the age of 69 years. They had six children, as follows: Covington M., who died in 1881; Sarah K., widow of C. O. Ives, who was a farmer by occupation; John K., who was wounded in front of Petersburg, and died there; Mary E., who died at the age of four years; William N., who is a farmer in Mississippi; and J. J., the subject of this sketch.

J. J. Ottley was married in November, 1889, to Rosa C. Parker, a daughter of Josiah and Mary Ann (Keith) Parker. She is descended from Col. Josiah Parker, who served in the Revolutionary War, and took part in the battle of Trenton. The family have always been prominently identified with the army and navy, and Maj. Leo P. Parker, a brother of Mrs. Ottley, was lately retired from the navy. Religiously, Mrs. Ottley is a member of the St. Thomas Protestant Episcopal Church of Berkley.

Mr. Ottley has been prominently identified with many of the leading business enterprises of the town, and at the present time is treasurer of the Berkley Permanent Building & Loan Association; a director of the Merchants' & Planters' Bank; and a director in the Chesapeake Building Aasociation, of which he is also vice-president. He has many lifelong acquaintances in Berkley, and enjoys the universal good will and respect of his fellow citizens.

CAPT. JOHN E. BUNCH, who is in the employ of the Norfolk County Ferries, and is pilot of the "Twin City," was born in Chowan County, North Carolina, March 16, 1862. He is a son of William and Mary (Goodwin) Bunch, both natives of North Carolina. William Bunch was a farmer and followed that occupation all his active life. Of five children born to himself and wife, three are now living, namely: Ephraim, John E. and Puss.

Capt. John E. Bunch grew to manhood in Chowan County, and attended the schools there, although his educational advantages were indeed meager. He farmed until he was 19 years old, working on nearby farms. He became a deck-hand on the "Schuyler Nelson," under Capt. E. L. Hoagland, and worked his way up from that position to his present one. He has been with the Norfolk County Ferries some time, and is one of their most esteemed employes. At present he is pilot of the "Twin City" ferry-boat.

Captain Bunch was married in July, 1901, to Catherine Revere of Virginia. By his former marriage with Lula E. Parker, who died July 7, 1896, aged 27 years, four children were born, two of whom are now living,—Willie A. and Hazel.

DR. J. H. COSTENBADER, one of the bright and energetic young business men of Berkley, Virginia, where he ably represents the profession of dentistry, has made ample preparation for his chosen calling, and, judging by the extraordinary rapidity with which his present clientage has been built up, gives promise of being one of the most successful dentists in that city. Dr. Costenbader was born in Westmoreland County, Virginia, in 1876, and is a son of William H. and Ella J. (Pitt) Costenbader.

William Costenbader was a native of Mauch Chunk, Pennsylvania, a miller and merchant by occupation, and during his active life enjoyed the greatest success. He is now 68 years old, and is living a retired life in Westmoreland County, Virginia. His beloved wife, Ella J. (Pitt) Costenbader, was a native of Virginia, and died in 1898, at the age of 50 years. She was a member of the Baptist Church, and her husband is a member of the Presbyterian Church. They had seven children, namely: S. Benjamin, a successful merchant of Pennsylvania; Elwin H., manager of



JOHN T. GRIFFIN.

his father's mill and store in Westmoreland County, Virginia, known as the Potomac Mills; Cora V., wife of Robert L. Thomas, a farmer in Westmoreland County; J. H., the subject of this biography; Frank L., who is now taking a course in medicine and surgery at the University College of Medicine in Richmond, Virginia, and who is a dentist by profession; and Vivenna and Ardelle, both at home.

Dr. Costenbader attended school at Oak Grove Institute in Westmoreland County, Virginia, and supplemented this by a course in the dental department of the University College of Medicine, from which he graduated in 1899. His next move was to start his practice in Norfolk, and there he enjoyed five months of success in his chosen line of work, removing at that time to Berkley, and there establishing an office at the corner of Berkley avenue and Chestnut street, where he has remained ever since, doing a fine business.

Dr. Costenbader is still enjoying single blessedness. He is a member of the Berkley Avenue Baptist Church, which he attends regularly. He affiliates with Lee Lodge, K. of P., and is a member of the Berkley Business Men's Association.

The subject of this sketch is a well read and unusually intelligent man, and stands high in the esteem of his acquaintances, who respect him as one who is fulfilling all the requirements of a true citizen.

JOHN T. GRIFFIN, a gentleman of prominence in Norfolk County, Virginia, whose business career has been one of unceasing activity, is president of the Merchants' & Farmers' Bank, of Portsmouth, and is identified with many other enterprises which have contributed in a large degree to the progress and prosperity of the cities of Norfolk and Portsmouth and of Norfolk County. He was born at Suffolk, Virginia, February 5, 1838, and is a son of Nathaniel Griffin and grandson of Luke Griffin, who was born in Nansemond County, Virginia.

Nathaniel Griffin was also born in Nansemond County, Virginia. He mainly followed farming throughout his life, and conducted a large coach-making business at Suffolk. He removed to Norfolk County in 1844 and there farmed until his death in 1887, at the age of 81 years. He married Virginia Ann Gwinn, who was born in Nansemond County January 25, 1819, and died December 15, 1900, at the age of almost 82 years. They became the parents of three children: One who died in infancy; Virginia Judson, who died in May, 1898; and John T., the subject of this biography.

John T. Griffin was six years of age when his father moved to Norfolk County, and there went to school until 1855, when he entered the Columbian University, at Washington, D. C. After graduating from that institution, in 1859, he taught the preparatory department there during 1859, 1860 and a part of 1861. He then returned to Norfolk County and in 1862 served as engineer on General Randolph's staff, and later with other officers. He was on the defenses of Petersburg, after the evacuation of Norfolk, and served until the surrender at Appomattox, when he reported to General Lee, the parole being signed by that general's adjutant, Walter H. Taylor, of Norfolk. He then taught school at Churchland Academy during 1865 and 1866. After the war he served for two years as surveyor of Nansemond County, and since 1867 has been engaged in truck farming on a large scale. He has six very fine truck farms, mainly in Norfolk County, all of which are connected by telephone. In 1884, he was elected president of the Norfolk Storage Company, and served as such for several years. At the request of the depositors, in 1885, he became a trustee of the bankrupt firm of Bain & Brother, and discharged the duties of that office in a most acceptible manner. In December, 1885, he was chosen presi-

dent of the Merchants' & Farmers' Bank, an official position he has since maintained in a most creditable manner. He is also a director of the Atlantic & Danville Railway, the Seaboard Insurance Company, the Portsmouth Wharf & Warehouse Company, the American Fertilizing Company; and has been president of the Western Branch Drawbridge Company since its organization in 1871; being also a member of the board of directors. The other officers of the last named concern are E. C. Brooks, secretary; and William G. Maupin, Jr., treasurer. Mr. Griffin is one of the most progressive men of the county, and makes his residence in the vicinity of Churchland.

In 1865 Mr. Griffin married Julia Armistead Benn, who was born in Nansemond County, Virginia, and is a daughter of Thomas Benn, an ensign in the War of 1812. Three children resulted from this union, namely: Thomas Benn; Virginia Julia; and Mary Gasena. Thomas Benn was born in 1866 and looks after the farming interests of his father. He married Miss Williams, of Petersburg, and they have five children, namely: Mortimer; Nathaniel J.; Sarah; Thomas Benn and John T. Virginia Julia married C. W. Coleman, an attorney of Portsmouth, and they have a daughter, Julia G. Mary Gasena is the wife of James Vernon Carney. Politically Mr. Griffin is a Democrat and has been a magistrate since 1879. He is a member of the Churchland Baptist Church and takes an earnest interest in church work. His portrait accompanies this sketch.

WILLIAM G. ASHLEY, superintendent of the Union Mission, resides at No. 114 South Reservoir avenue, Norfolk, Virginia. He occupies a leading place among the many useful citizens of that city, and is known as a man of strong character, very pleasant in manner, but firm and persistent in executing his work to the best of his ability.

Mr. Ashley is a son of William P. and Virginia D. (Guy) Ashley, natives of Virginia, and was born in Norfolk, October 12, 1847. William P. Ashley learned the trade of carpenter and builder, which he followed until the breaking out of the Confederate War. He then enlisted in the Confederate Army, serving under Custis E. Lee, youngest son of Robert E. Lee, in the Army of Northern Virginia. For the following four years, Mr. Ashley saw active service, and when the war closed he returned to his business life as a carpenter and builder, and pursued that occupation until his death, October 16, 1878, at the age of 69 years.

In 1845, William P. Ashley was united in the holy bonds of matrimony with Virginia D. Guy, a daughter of Elias E. Guy, and a descendant of one of Virginia's oldest and best families. She was a deeply religious woman, a member of the Baptist Church, and was always busy with church work. She and her husband had five children, of whom William G. is now the only survivor. The names of their family are as follows: William G.; Ida V., who married James H. Carroll, of New York, and died at the age of 35 years; Elizabeth E.; Eva M., wife of Frank A. Smith, who died at the age of 32 years; and Harry.

William G. Ashley attended school in his native city until he attained the age of 14 years, and obtained what education was possible in that space of time. After leaving school, he enlisted in Company G, 4th Virginia Battalion, and like his father served under Custis E. Lee. Being too young to carry a Belgian rifle, he was given a breech-loading carbine, which had been captured from the Federals during the first year of the war. He took his place in all the conflicts in and around Richmond, and did gallant service, but was mainly engaged in the battles in and around Fort Harrison and Drewry's Bluff, and was present at the surrender of Richmond. During all the years of his service he was never wounded or taken prisoner, but was all the better for the duty. The war closed

before he had attained his 19th year, and he became a contractor and builder, as was his father. He proved very successful in that line of business, in which he continued until August, 1900, when he assumed the numerous duties and responsibilities of his present position as superintendent of the Union Mission.

The Union Mission of Norfolk, Virginia, was established in 1892, and has progressed rapidly since that time, until it is a credit to the city; the religious services are held regularly every evening, and a Sunday-school for Chinese has also been established in connection with the other work. Besides this there is an industrial school, which has grown with great rapidity, and which contains a carpenter shop, a shoemaker department, and a department where all the various trades are taught and carried on, so that everyone is kept busy, each at his trade. The good that has been accomplished and is now being done by this mission can not be overestimated; the library and reading rooms are not only of advantage to the occupants, but to anyone who may choose to come and enjoy them. Sometimes extra beds have been made, and meals prepared, around the stove in the chapel, all the other beds having been previously filled. As many as 14 have been accommodated in this way. Funds for the support of the mission are collected from the best people of Norfolk, and under the efficient management of Mr. Ashley, who is also ably assisted in his work by his worthy wife, it is doing much for the betterment of the condition, both religiously and physically, of those in need.

On September 23, 1878, the subject of this sketch was united in marriage with Nannie Pebworth, a native of Norfolk and a daughter of William and Georgia Pebworth, also natives of Virginia. They have no children of their own, but have adopted a child,—Guy,—whom they are rearing to the best of their ability. Both are active in the work of the Baptist Church, of which they are members.

In fraternal circles, Mr. Ashley is a member of the Independent Order of Odd Fellows and of the Knights of Pythias, having passed through all the chairs of both organizations; he also affiliates with the Improved Order of Red Men.

The work in which Mr. Ashley is engaged is much to his taste and delight, and he has always proved himself to be the right man in the right place. With unfailing energy and perseverance he has applied himself to his task, and his work takes rank among the most useful and praiseworthy in the city.

RICHARD COX BARLOW, who is one of the leading attorneys of Portsmouth, Norfolk County, Virginia, is a descendant of one of the old Virginia families. His maternal grandfather Richard Cox, was a native of New Jersey, of Scotch descent, and was left an orphan at an early age. In 1840, he removed to Norfolk County, and was one of the pioneer truckers of this county, being known as the "Father of Truckers." His farm was located three miles from Portsmouth, and this he conducted until 1890, when he died, aged 85 years.

Thomas J. Barlow, the father of Richard Cox Barlow, was born at Williamsburg, Virginia, where he lived until his marriage with Annie Cox, in 1865. In that year they removed to Portsmouth, where Mr. Barlow engaged in the grocery business. He continued in that line for some time and then engaged in the trucking business. He now lives in Portsmouth, but continues to make daily visits to the farm. His marriage with Miss Cox resulted in the birth of five children, namely: Tillie C.; Annie C.; Richard C., the subject of this sketch; C. H., a physician of New York City; and Carrie Y.

Richard Cox Barlow was reared in Portsmouth, and after attending the public schools of that town took a course at William and Mary College, after which he attended the Uni-

versity of Virginia. He graduated from that institution with the degree of B. L., in June, 1897. He opened spacious offices at No. 600 Court street, where he commenced the practice of his profession. He has met with much success in his chosen vocation, and his practice, which is general, is large and lucrative. He possesses much natural ability as a lawyer, and has easily won the confidence of the citizens of Portsmouth, by his upright and honest dealings with all men.

In politics, Mr. Barlow is a Democrat. He was elected Commonwealth's attorney of the city of Portsmouth, and has served in that capacity since July 1, 1900. Socially, he is a member of the Royal Arcanum and B. P. O. E., and in religious attachment he is a member of the Baptist Church.

THOMAS M. CASHIN, who was formerly engaged in business with his father, Michael Cashin, at No. 463 Church street, Norfolk, for 12 years, was born in Norfolk in 1871. He was educated in St. John's Academy, after which he began his business career. He first engaged in the barrel business with his father, and continued thus about 10 years, when he succeeded to the business. In 1901 he engaged in the junk business. He is always in the market for the purchase of old wrecks, old steamers, old mills and old machinery of all kinds. This business is well known in Norfolk and the surrounding country.

M. T. Cashin, the brother of Thomas M., was for a period of 20 years connected with the firm of James Power & Company, and later became their successor. He is a wholesale and retail dealer in old iron, metals, rags, rope, anchors, chains, sails, riggings, damaged cotton, etc. His warehouses and yards are located at No. 26 Rowland's wharf, at which place he handles large amounts of paper stock, metal, etc. This business was established 50 years ago by James Power & Company. M. T. Cashin is well provided with submarine armor and diving apparatus, and is always prepared to take charge of all kinds of submarine diving work.

Thomas M. Cashin became a member of the Select Council in July, 1900. He is a member of the Norfolk Lodge, No. 38, B. P. O. E., and also a member of the Eagles. He is one of the best-known young business men in Norfolk, and is highly respected for his honest, upright dealing with all men.

CAPT. JESSE T. RHODES, who has charge of the vessel "Luray," and is in the employ of the Old Dominion Steamship Company, was born in Elizabeth City, North Carolina, December 15, 1862. He is a son of Jesse and Sarah (Davis) Rhodes. His parents were both natives of Elizabeth City, and his father was a steamboat pilot. Jesse Rhodes died in 1882, his wife having passed away in 1875. They had four children, namely: Samuel D.; Jesse T.; Henry B.; and Annie.

Jesse T. Rhodes has been a resident of Norfolk since he was eight years old. He attended the schools of that city, and at the age of 14 years began his life on the sea. At the age of 16 years he entered the employ of the Old Dominion Steamship Company, and has remained in their service up to the present writing. He made rapid progress and soon worked his way to the top. The first ship which he commanded was named "Pamlico," and plied from Norfolk to North Carolina. He has also commanded the "Newberne," "Albemarle," besides his present vessel, the "Luray." He is well known among the seafaring men who make Norfolk their home, and his genial, affable manners make him beloved by all.

Captain Rhodes married Catherine Kesler, of Elizabeth City, North Carolina, and they have two daughters, Elizabeth L., aged 16



W. B. Carney

years, and Catherine, aged 10 years. Captain Rhodes is a member of the Association of Masters and Pilots of Steam Vessels of the United States, and also belongs to the Royal Arcanum.

W. B. CARNEY, a truck farmer residing on the Western Branch of the Elizabeth River, whose portrait is herewith shown, has followed agricultural pursuits exclusively all his life. He was born in Norfolk County, Virginia, January 27, 1853, upon the farm which is still his home, and which was also the birthplace of his father. He is a son of James and Katherine Ann (Bruce) Carney.

James Carney was born December 3, 1819, and died March 17, 1871. The greater part of his life was spent in his native county, where he mainly followed farming. He devoted some time, however, to teaching school, and spent several years in Mississippi, during which period he was engaged in mercantile pursuits. He subsequently returned to Norfolk County. He was twice married, being first united with Katherine Ann Bruce, mother of the subject hereof. She was also born in Norfolk County, and passed to her final rest November 25, 1865. She was the mother of seven children, of whom two only are now living, viz.: W. B. and a sister, Julia. Some time after the death of his first wife, the father married again, selecting Mrs. Emily J. Meyers, widow of Moses Meyers, of Norfolk County, for his wife. This union resulted in the birth of one son, James V., and one daughter, Emily M.

W. B. Carney received his mental training in a private institution of learning at Churchland, and soon after leaving school engaged in farming, to which he has devoted his undivided time and attention. He has the well-earned reputation of being one of the most practical and successful men in this vicinity in the line of general truck farming. In 1874 Mr. Carney was joined in the bonds of matrimony with Mary F. Grimes, who is a native of Norfolk County, and a daughter of William S. and Elizabeth (Taylor) Grimes. She is also a granddaughter of William Grimes, a great-granddaughter of Thomas Grimes, both natives of Norfolk County, Virginia, and a great-great-granddaughter of Lieut. John Grimes, who came to this country from England, where he served under Oliver Cromwell. Mrs. Carney is one of a family of four children, namely: William J., a physician of Norfolk; Mary F.; Lucy A., now Mrs. John S. Wise; and John B. The mother of these children died in September, 1865, and some time afterward, their father, William S. Grimes, contracted a second marriage, being united with Martha A. Carney.

W. B. Carney and his worthy wife have a family which consists of seven children, as follows: William J.; Alonzo B.; Taylor E.; Elizabeth C.; W. B., Jr.; Ione; and Lucy. Mr. Carney is a man of good judgment and has well improved his opportunities. He is a director in the Merchants' & Farmers' Bank, of Portsmouth, and, like his father, is a Democrat in politics, and a member of the Baptist Church. He is a member of the Knights of Pythias.

MOE LEVY has attained an enviable reputation in Norfolk and vicinity as a practitioner of law, and although he has been in practice but a few years he already commands a remunerative patronage. He was born in Norfolk, Norfolk County, Virginia, in December, 1876, and is a son of D. E. Levy.

Moe Levy attended the common schools, after which he took a course of study in the William Penn Charter College, from which he graduated with the degree of Bachelor of Arts, in 1895. He then prepared himself for the legal profession by attending a course of lectures in the law department of the University of Pennsylvania. He graduated from that in-

stitution in 1898 with the degree of Bachelor of Laws, and remained in Philadelphia for a few months. He then returned to his native home and began the active practice of law. His ability in that direction was soon recognized and his clientage has ever been on the increase. He has a large practice in the Federal courts, is attorney for various mercantile establishments, and is frequently called into criminal cases in which he displays no small degree of ability. He has a fine suite of offices in the City National Bank Building.

Mr. Levy was joined in the bonds of matrimony on December 17, 1901, with Miriam Ullman, of Warrenton, Virginia. He is very popular among the citizens of Norfolk, both socially and in his professional capacity. He is a member of the Royal Arcanum.

EBENEZER BLACK, president of the Traders' & Truckers' Bank, and also president of the Kensington & Park Place Land Company, of Norfolk, Norfolk County, Virginia, was born in Edinburgh, Scotland, in 1850. He is a son of John E. Black, an expert baker, who settled in Norfolk in 1864, where he worked as such until 1866, when he died.

Ebenezer Black, whose name heads these lines, learned his father's trade, and with his brothers, James M. and John M., established a bakery in Norfolk, under the firm name of J. M. Black & Company, at No. 285 Church street. James M. Black died in 1893, and his brother, John M. died four years later. Ebenezer Black soon closed his bakery, and went into the real estate business, being associated with the growth and development of Kensington and Park Place. He became president of the Kensington & Park Place Land Company. He was one of the organizers of the Traders' & Truckers' Bank, of which he was elected president. This bank began business January 6, 1902, with a minimum capital of $30,000, and a maximum capital of $50,000. It is located in the C. Weston building, which has been remodeled. It has a fine fire-proof time-lock safe and deposit department. This is the only bank in Norfolk which is opened from 9 A. M. until 9 P. M. on Saturdays, which is of much benefit to merchants and working men in general.

The officers are as follows: Ebenezer Black, president; C. N. Whitehurst, vice-president; and Turner P. Gray, cashier; W. L. Ward is general bookkeeper. The directors are, Ebenezer Black, C. N. Whitehurst, T. P. Gray, Joe Morris, J. W. Spagat, John G. Tilton, H. D. Oliver, M. J. Madden, Samuel Phillip, J. W. Cashin, W. W. Dey, J. O. Reed, C. E. Kruzen, Henry Nixdorff, J. G. Riddick, Alan G. Burrow, H. Crockin and W. R. Martin.

Mr. Black has always been greatly interested in the progress of Norfolk and has done much to assist in its development. He is one of the most active business men the city has, and is well known as a man of much shrewdness and ability. He married Alice L. Moore, a daughter of John A. Moore, of Norfolk. The children are: Jessie; Ethel; John E.; James L.; William M.; and Ruth Frances.

OLDER NOBLE POULSON, a resident of Norfolk and a gentleman well known throughout this section of Virginia, was born in Portsmouth, Virginia, September 23, 1850, and is a son of George Oldham and Martha Ann (Spooner) Poulson.

George Oldham Poulson was born in Accomac County, Virginia, April 2, 1805. He came to Portsmouth when a youth and remained a resident of that city until his death, February 16, 1875. He married Martha Ann Spooner, a native of Alexandria, Virginia, January 9, 1840, and to this union four children were born, namely: George Bagwell; Will-

iam Erskine; Mary Eskridge; and Holder Noble.

George Bagwell Poulson was born and reared in Portsmouth, Virginia. He was married in Salisbury, North Carolina, and died there in 1872, at the age of 31 years. He was captured by the Federal troops while hospital steward of the Salisbury prison pen. After the war, he conducted a drug business until the time of his death.

William Erskine Poulson was born and reared in Portsmouth, Virginia, and has resided in Chicago, Illinois, for many years, occupied as a life insurance solicitor. He was made a Mason at Portsmouth when quite a young man, since which time he has attained the honorary and highest degree known to the Scottish Rites.

Mary Eskridge Poulson, the only daughter of her parents, died in infancy.

Holder Noble Poulson remained in his natal city until 1871, and from 1875 to 1887 was a resident of Chicago, Illinois. In the latter year he returned to the city of Norfolk, where he has since made his home. Since the age of 16 years, his life has been divided in occupation as druggist, life insurance solicitor, and clerk of the Select Council of Norfolk. He has held the last named position three terms, a period of six years. Mr. Poulson was united in marriage, June 23, 1886, with Lucy X. Parrott of Norfolk, and they have two children,—Lucy Aurelia and Mary Baker.

Than the Poulson family there is none in this section more highly esteemed; although the name is an uncommon one, there being few in the State outside of the "Eastern Shore," it is one of the oldest in Virginia. The name of Spooner, too, is very uncommon in this section, but quite prominent in the earliest history of Plymouth, Massachusetts. Few can lay claim to better ancestry than Mr. Poulson, descended, as he is, on his father's side from men who have had much to do with the early history of Virginia and its development to the present day; and on his mother's side from those who played as important a part in the affairs of Plymouth, and the old Bay State, at its earliest period.

WILLIAM G. PETTIS, who is high constable of Norfolk, Virginia, was born in that city January 14, 1856, and is a son of Judson R. Pettis.

Spencer Pettis, the great-grandfather of William G., came to the United States from France with General LaFayette. But little is known of his history. His wife, Nancy Pettis, lived to the advanced age of 108 years, dying in Orange County. Rev. Madison Pettis, grandfather of the subject hereof, was a minister of the gospel all his life. He married Eliza Semple, a lineal descendant of Baron Semple, of Scotland. They had five children, namely: Eliza; Robert; Judson R.; Sally H.; and Rev. William M.

Judson R. Pettis, father of the subject of this sketch, was born May 7, 1831, in Williamsburg, Virginia. In early life he learned the art of ship-building, and built some of the noted ships of that day, one of which was known as the "Louis Napoleon." When the yellow fever broke out in 1855, he abandoned his business, as thousands of others did, to assist in nursing the sick. He was possessed of wonderful vitality and nerve, and being of an exceptionally strong constitution was of great assistance in nursing the sick. He received no compensation for his services. In 1861, Mr Pettis enlisted in the Confederate Army, but, being transferred home to act as assistant, he never saw active service. After the close of the war, he turned his attention to house building. In 1868, he was elected parole officer and later sergeant of the force. This position he held until he was elected, about 26 years ago, sanitary inspector of the city of Norfolk. He has held this position since that time, filling it with marked success. During many of the

outbreaks of smallpox and other contagious diseases, he has cared for those afflicted, and prevented the spread of the disease. He is still a very well preserved man.

Judson R. Pettis married Mary Jane Casey, a daughter of Graham Casey. She died at the age of 29 years, leaving three children, namely: Charles E.; Caroline, deceased; and William G., the subject of this sketch. His second marriage was with Anna Decordy, a daughter of Francis Decordy. He is a member of the I. O. O. F., Lodge No. 19, and is well known and highly respected in Norfolk.

William G. Pettis was reared and educated in Norfolk. He began the study of law with Hinton, Goode & Chapman, but gave it up to learn bricklaying. This was in 1872, and in 1884 Mr. Pettis entered the government employ as a mail carrier, during Cleveland's administration. He then began contracting, and erected many of the substantial brick buildings of Norfolk. He reconstructed the City Water Works, the Knitting Mills and Hotel Gladstone, and also built many fine residences. From 1890 until 1894, he was a member of the City Council, and was secretary of the J. S. Barbour Democratic Club, a club which has been active since 1887. He was the father of the resolution in the City Council to purchase the Norfolk City Park, which gave $1,200 worth of employment to the labor class during the winter months. In 1898, Mr. Pettis was elected by the Councils over Col. D. J. Turner, to the office of high constable, and was almost unanimously re-elected in 1900. He has filled this office acceptably, and bids fair to remain in it for some time to come.

Mr. Pettis was united in marriage with Mary P. Hodges, a daughter of Caleb Hodges, a sketch of whom appears elsewhere in this volume. The children resulting from this union are as follows: Pauline A., a stenographer in her father's office; Willie E.; another daughterter; and two boys,—Charles S.; and James B. T.

Mr. Pettis has a very attractive home at No. 130 Wood street, in Norfolk. He is a member of the Improved Order of Red Men; Knights of the Mystic Chain and Knights of Pythias; and a charter member of the Eagles Lodge.

E. M. TILLEY is recognized as one of founders and substantial citizens of Berkley, Norfolk County, Virginia, whose interests he has probably done more to promote than any other man. He was engaged in the lumber business for many years, and built the Berkley Electric Light & Power Company's plant. He was born in Bristol, Rhode Island, in 1834, and was reared in that State.

Upon the outbreak of the Confederate War, Captain Tilley resided in the State of New York and enlisted as a private in the 16th Reg., N. Y. Vol. Inf. Later he was promoted to be a captain on the staff of General Newton. In 1865 he came to Port Norfolk and started in the lumber business by erecting a lumber mill in Berkley on a small promontory east of the town, known as Washington Point. In 1876, his mill was destroyed by fire, but undaunted he immediately rebuilt, and from that time on his plant was an unqualified success. Mr. Tilley, having reaped a moderate competence in this field of labor, decided to turn its management over to his eldest son. He has interests in the local cotton mills and other enterprises. He has a beautiful residence in South Norfolk, a suburb of Berkley.

Mr. Tilley has five children, as follows: William M., who has charge of the plant formerly conducted by his father; George T., cashier of the Merchants' & Planters' Bank, and a prominent insurance and real-estate man of Berkley; Mrs. Foster Black, whose husband is lessee of the Chesapeake Knitting Mills and the Elizabeth Cotton Mills; Mrs. Alvah H. Martin, whose husband has been clerk of the



HENRY KIRN.

County Court of Norfolk County for more than twenty years; and Mrs. John Jones, whose husband is a leading contractor and builder.

Mr. Tilley is public spirited and has at heart the interests of Berkley and all that pertains to its advancement. In 1900, a magnificent church edifice, the Chestnut Street Methodist Episcopal Church, South, was erected at a cost of $40,000, and of this amount, Mr. Tilley contributed $25,000. He is a member of the church, and his generosity was inspired by his desire to leave a fitting memorial of his deceased wife.

HENRY KIRN, one of the best-known citizens and business men of Norfolk County, Virginia, whose portrait appears on the opposite page, has been identified with various business enterprises and financial institutions, but his greatest success has been in truck farming. He is located in one of the greatest truck farming districts of the world, and is one of the most extensive farmers in the State.

Mr. Kirn was born in Wurtemberg, Germany, December 1, 1834, and is a son of William H. Kirn, a native of that place. The latter was a hatter by trade and followed that vocation all his life. He married Anna Pflieger, also a native of Germany, and they reared 10 children, of whom those living are as follows: Maria; Gottlieb; Henry, the subject of this biography; Louisa; Caroline; Frederick; Rosina; and Fredericka. The father died in 1857, at the age of 50 years.

Henry Kirn received his education in Germany, and then served an apprenticeship of three years at the blacksmith trade. At the age of 17 years he came to the United States, the trip consuming 52 days and costing him $70. He landed in New York City on August 3, 1852, and went to Philadelphia, Pennsylvania, where he lived and followed his trade until 1857. He met Richard Cox, of Norfolk County, Virginia, known as the "Father of Truckers," by whom he was induced to locate in this county, in 1857, and he has never had cause to regret this choice of location. He started a blacksmith and wheelwright shop at Churchland, and remained in business until 1861, after which he engaged in trucking. After the close of the Confederate War, he entered into partnership with Tully Wise and, together, they worked five truck farms, consisting of 400 acres. They continued together for two years, when their partnership was ended by the death of Mr. Wise. Mr. Kirn has since continued in business alone, and is now one of the largest farmers in Virginia, owning about 2,000 acres of land in Norfolk and Nansemond Counties. Among other commercial enterprises, he is a director in the Norfolk National Bank, the Norfolk Bank for Savings & Trust, the Norfolk Marine Bank, and the Merchants' & Farmers' Bank of Portsmouth. He served on the Board of Harbor Commissioners of Norfolk County for about 15 years. He is a Democrat in politics and served for two years as supervisor.

Mr. Kirn was married, in 1856, in Philadelphia, Pennsylvania, to Elizabeth Smith, who was born in Nuremberg, Bavaria, May 8, 1838, and they had the folowing children: Anna, who married M. W. Armistead; William H.; Henry, Jr.; Rufus; Clara; Bessie; Charles (1), deceased; Charles (2), deceased. Mr. Kirn is a member of the K. of P. lodge.

LEROY M. NICHOLAS, who has been very active in the political affairs of his community, and has occupied numerous positions of responsibility and trust, is at the present time principally engaged as commissioner of revenue, and in conducting the affairs of his farm near Hickory Station. He was born near Hickory Ground, Norfolk County, Virginia, July 1, 1857, and is a son of Joshua and Martha (Mills) Nicholas.

Joshua Nicholas was born in Norfolk County, Virginia, and died there in 1871, aged 65 years. He was a farmer by occupation, and was very successful in his life work. Religiously, he was a member of Goodhope Methodist Episcopal Church, South. By his first marriage he had the following children: James W., ; Calvin V.; Willoughby L.; and Annie V. James W., who died in 1892, served in the Confederate War, and then became a minister of the Methodist Episcopal Church, South, with pastorate at Mount Pleasant, Virginia. Calvin V. V. served in the United States Navy during the Confederate War, and was afterward in the employ of the Hudson Bay Fur Company. Willoughby L., deceased, was in the Confederate service during the same conflict, and was imprisoned for 18 months at Elmira, New York. He was a teacher in Norfolk County 45 years. He also engaged in teaching at Lexington, Kentucky, where he served for a time as postmaster. Annie V. first married Edward Cone, and subsequently James Lassiter. Joshua Nicholas then married the mother of Leroy M. Her maiden name was Martha Mills, and she was born near Beill's Mills, Norfolk County, Virginia, and died in 1877, at the age of 63 years. She was a member of the Goodhope Methodist Episcopal Church, South. Her first union was with Taylor Sivills, by whom she had five children, as follows: Taylor, who lost his life in the battle of Chancellorsville; Ethelbert; William T.; Catherine, wife of Joseph Rodgers; and Sally, wife of Wilson Forbes. Mr. and Mrs. Nicholas became parents of two children: Leroy M., the subject of this sketch; and Martha, wife of Charles C. Frost.

Leroy M. Nicholas attended the common schools of the county, most of the time under the instruction of his brother, Willoughby L. Nicholas. He then engaged in agricultural pursuits, a line of work which he has since followed; at the present time he manages his farm near Hickory Station. He was elected commissioner for the second district of Norfolk County in 1889, and is now serving his fourth term in that capacity. He was chairman of the Norfolk County Republican Commitee for eight years, and retired from that office in June, 1901. He stands very high in his party, and has many friends throughout Norfolk County.

In 1875, Mr. Nicholas was united in marriage with Amanda L. Roach, a daughter of Jacob and Nibbie (Halstead) Roach. She was born near Hickory Ground in August, 1858, and as a result of her union with Mr. Nicholas has given birth to six children, namely: Ida Lillian, who was born in December, 1875, and married Batson O. Fentress, a farmer and a member of the Board of Supervisors; Annie Clara, born in 1877, who married Benjamin Lassiter, a furniture dealer in Norfolk; Sadie, born in 1879, who lives with the subject hereof; Harry L., born in 1881, who attended the Norfolk Business College; Clyde V., who died in infancy; Raleigh P., who was born in 1892, and is attending school; and James G., who was born in 1895. Religiously, the subject of this sketch and his family are members of the Methodist Episcopal Church, South. Fraternally, Mr. Nicholas is a member of Orion Lodge, I. O. O. F. He is a Republican in politics.

HARRY L. WATTS, who is the junior member of the firm of Hart & Watts, is extensively engaged in the lumber and planing mill business at Portsmouth, Norfolk County, Virginia. He was born in Portsmouth, and is a son of Judge A. S. Watts, who was judge of the Corporation Court of that city for a period of 12 years, but is now living practically in retirement. Judge Watts married a daughter of David A. Bain.

Harry L. Watts first accepted a clerical position in the cotton business at the Cotton

Exchange, and was then in the employ of George L. Arps. He was engaged in the insurance business several years at Portsmouth, and was secretary of the Portsmouth Gas Company from 1897 to 1899. In 1898, he formed a partnership with Mr. Hart under the firm name of Hart & Watts, in the planing mill and lumber business. They rank among the foremost concerns in that line of business, and their enterprise is gradually growing. Mr. Watts is a man of marked ability in business affairs, and his many excellent traits of character have gained him numerous friends throughout Norfolk County.

Mr. Watts married a daughter of Dr. H. F. Butt, and has three children,—Harry, Lee, Holt, Fairfield and Sarah Monrovia. He is a member of the Royal Arcanum and was collector for his lodge several years, but resigned this position. He is an Episcopalian.

BENJAMIN H. MARKS, a well-known lawyer of Norfolk, Norfolk County, Virginia, was born in Prince George County, Virginia, in 1871. He is a son of Robert C. Marks, one of the most prominent business men of Norfolk.

Robert C. Marks was born in Prince George County, Virginia. He became one of the largest peanut growers in the State, and in 1889 removed to Norfolk. He was connected with the American Peanut Company, manufacturers, which shipped peanuts to all parts of the world. He left that company in 1892 to become president and treasurer of the Norfolk-Virginia Peanut Company. This company handles 60,000 sacks of peanuts each year and exports its products in every direction abroad. It is widely known, and carries on an immense business, employing about 80 men in the factory. Mr. Marks is one of the most influential business men of Norfolk, and is widely known there.

Benjamin H. Marks attended a college at Petersburg, Virginia, and later took a course of law at the University of Virginia, and was admitted to the bar in December, 1893. In that year he commenced practice in Norfolk, where he has since remained, and is attorney for many of the leading business firms of the city. He stands high in legal circles, and is a lawyer of undisputed ability. He has a large general practice, and is one of the active young professional men of Norfolk.

GEORGE R. TRANT is a member of the firm of Pollard, Trant & Company, which is extensively engaged in the lumber business, and maintains a lumber yard and office on Crawford street, between County and Columbia streets. It is the oldest firm in the city of Portsmouth, and was established 22 years ago by Mr. Trant and W. T. Baker.

Mr. Trant was born and reared in King William County, Virginia, and at an early day entered the employ of a lumber firm at Richmond, Virginia. He then spent three years in the lumber business in North Carolina, and in 1879 moved to Portsmouth, Norfolk County, Virginia. In partnership with W. T. Baker, deceased, who was a son of General Baker of North Carolina, he established his present business enterprise. He was next in partnership with L. T. Gwathmey, and is now associated with Mr. Pollard, who is in the general commission business at Norfolk. Mr. Trant has full charge of affairs at Portsmouth, their business being a very extensive one. They are both excellent business men and their enterprise has been one of continued success. Mr. Trant is also president of the Portsmouth & Norfolk Building & Loan Association, with which he has been officially connected for the past five years. Before that time he was a stockholder in it.

George R. Trant married Virginia Y. Boykin, a daughter of R. V. Boykin, of Ports-

mouth, who is deceased. This union was blessed by the birth of four children, as follows: Mildred M. and Emma B., who attend Hollins Institute; Helen M.; and George R., Jr. The last named is the fourth of the family to bear the name of George R. Mr. Trant is a member of the School Board; he was president of the Y. M. C. A., and chairman of the finance committee of that organization. He is a member of the Baptist Church, of which he is a deacon. He has a very fine home in Park View, a beautiful residence district of Portsmouth.

CHARLES W. PRIDDY, one of Norfolk's most reliable and progressive citizens, is president of the Norfolk Bagging Company and of the Pocomoke Guano Company, and one of the firm of Charles W. Priddy & Company, wholesale jobbers of bagging and ties for baling cotton. He was born in Charlotte County Virginia, October 6, 1864, and is a son of John D. and Mary E. Priddy.

John D. Priddy was a farmer and merchant at Keysville, Virginia, for many years, and the old family homestead is now owned by the subject of this sketch. John D. Priddy was a thrifty man and was well and favorably known over a large section of the country. He died in 1887, at the age of 72 years; his wife died in 1895, at the same age.

Charles W. Priddy attended various schools, and then took an advanced course at Poughkeepsie, New York. He was then engaged in the fertilizing business in Richmond, Virginia, and some years later in Baltimore. He came to Norfolk in 1896, and has since been active in the various enterprises above mentioned, all of which he established. The Pocomoke Guano Company has a large output, and does business in four States,—Virginia, North Carolina, South Carolina and Georgia. The Norfolk Bagging Company manufactures bagging and cotton ties in its factory at Portsmouth. It is the largest concern of its kind in the South, employing from 100 to 125 men, and does business in all the Southern States, from Virginia to Mississippi. Charles W. Priddy & Company are wholesale jobbers of bagging and ties for covering cotton and do business throughout the Southeast. They have storage houses in, and distribute goods from, Wilmington, North Carolina; Charleston, South Carolina; Savannah, Georgia; and Norfolk, Virginia. Mr. Priddy maintains his offices at Nos. 622-624-626 Citizens' Bank Building in Norfolk.

Mr. Priddy was joined in marriage with Myrtie Young, daughter of J. T. S. and Mary E. Young, of Virginia, both of whom are deceased. This union was blessed by the birth of three children, namely: Fanny Y.; Mai Merriman; and Sidney Young. Mr. Priddy is chairman of the finance committee of the Jamestown Celebration for 1907, and also vice-president of the Norfolk Chamber of Commerce. He is one of Norfolk's most earnest, enterprising and active business men. He believes faithfully in the future greatness of Norfolk as a commercial center, and takes a prominent part in her activities.

EDMUND L. BARLOW, a prosperous business man of Portsmouth, Virginia, is junior member of the firm of T. J. Barlow & Brother, wholesale and retail grocers. This firm handles groceries, feed, flour, etc., in large quantities at their store at Nos. 810 and 812 Crawford street. It carries an abundant stock and enjoys the patronage of the best people of the city. It has a double store building, large and roomy, and a large force is employed and kept busy most of the time in attending to the wants of customers.

This business was founded in 1867 by T. J. Barlow, the senior member of the firm, who first conducted a retail business only, but grad-



N. A. McCURDEY, M. D.

ually changed to both wholesale and retail. By his energy and perseverance he has made the most of his opportunities to build up the business, and has established a large and constantly increasing trade.

Edmund L. Barlow was born at Williamsburg, Virginia, and is a son of John H. Barlow, deceased. John H. Barlow was for many years very prominent in business circles, and was engaged very successfully in mercantile pursuits at Williamsburg for about 40 years. All of the members of this family are deceased, with the exception of Edmund L. and his brother, T. J.

Edmund L. Barlow moved to Portsmouth in 1890, after obtaining his mental training at his birthplace, where he remained until he attained manhood. He has since been a resident of Portsmouth, and entered the firm as junior member in 1896, when its name became T. J. Barlow & Brother. The business owes much of its success to the efforts of this gentleman, who has built up a most enviable trade by his genial, accommodating manners and his evident desire to make friends of his customers.

The subject of this sketch was united in marriage with Isabel Stout, an estimable young lady of Portsmouth, and they reside at their comfortable home at No. 312 North street. They attend the Baptist Church. In politics, Mr. Barlow is a Democrat, who does what he can to promote the interests of his party.

D. A. McCURDEY, M. D., physician and surgeon located at No. 371 Freemason street, Norfolk, Virginia, whose portrait appears herewith, has met with the most flattering recognition of his ability and worth during his short but successful practice in that city, and has won golden opinions from all fair-minded citizens by his skillful and practical methods of treating all applications for his professional assistance. He is exceptionally well fitted to make a success of his chosen calling, having graduated from the medical department of the University of Virginia, and is well read and keeps abreast of the times in his profession as well as upon the leading questions of the day. Like his mother, he is a native of Norfolk and was born December 15, 1871, being a son of T. B. McCurdey and Martha Frances Winslow, his wife.

T. B. McCurdey, the father, is a native of Richmond. He has an army record which is a source of pride to him and his family. He served in the Thomas Battery, Artillery, enlisting as a private and receiving promotion as 1st junior lieutenant. He served in Pickett's Division, Longstreet's Corps; after the battle of Gettysburg, his battery became a part of Casker's Battery, in which he was made 1st lieutenant. He was mustered out of service on the close of the war.

Dr. McCurdey is the eldest of a family of three children, the other members of the family being Carrie W., wife of Rev. George P. Rutledge, of Philadelphia, Pennsylvania; and a brother, Paul W. McCurdey.

June 30, 1900, the Doctor was united in marriage with Virginia Farragut Newton, a daughter of George Newton and Celestia Meade Loyall, old and highly respected families of Norfolk. Mrs. McCurdey's lineage is traceable directly to ancestors who were among the first families to settle in Virginia. The Doctor and his accomplished wife have one son, Newton Farragut, who is a great-nephew of David Glascow Farragut, the first admiral of the United States. Mrs. McCurdey was named after her mother's sister, Mrs. Virginia Farragut, a lady of great benevolence and charity and wife of Admiral David Glascoe Farragut, of the United States Navy. Religiously they are members of Christ Protestant Episcopal Church, Norfolk, Virginia.

Dr. McCurdey received his primary instruction at the Norfolk Academy. In 1894 he matriculated in the University of Virginia and graduated from the medical department

with high honors in 1896. He then served one year as interne in the Norfolk Retreat for the Sick, now known as the Norfolk Protestant Hospital, subsequently taking a post-graduate course in New York City. Feeling himself to be fully equipped to do justice to the noble profession which it is his aim in life to honor, Dr. McCurdey returned to Norfolk and opened an office as general practitioner in 1898. His success has been phenomenal and he is looked upon as one of the rising young physicians of the city.

Fraternally he is a member of Rathbone Lodge, No. 93, K. of P., being also examining physician of the Endowment Rank and having held the office of trustee. He is a member of the Norfolk Medical Society, the Medical Society of Virginia, and a fellow of the American Medical Association. He takes a becoming interest in politics, but allows nothing to interfere with his professional duties. He is interested in educational matters and has served as a school trustee. He is one of the directors of the Young Men's Christian Association and is highly esteemed as a citizen.

CAPT. CHARLES A. EARNEST, who has a remarkable record for long and faithful service in the employ of the Old Dominion Steamship Company, is now serving in the capacity of division superintendent. Captain Earnest was born in Richmond, Virginia, November 15, 1846, and is a son of George L. and Agnes L. Earnest, the former a native of Hanover County, and the latter of King William County, Virginia.

Captain Earnest passed his boyhood in Richmond, Virginia. At the age of 13 years, his health being bad, his father permitted him to go to sea in the hope of improving his health, and to choose sailing as his life work, if he so desired. The father was well acquainted with several ship-owners in Richmond, and starting his son under very favorable auspices. He first became a cabin boy, in 1858, on the schooner "Gallego," which ran as a packet between Richmond and New York. He remained on it four months, in which time they made three trips. In the spring of 1859 he changed to the bark "Virginian," in the South American trade, making three voyages,—to Pernambuco, Bahia and Rio de Janeiro, Brazil. His health having greatly improved, he returned home in 1860, and re-entered school. He attended but one month, when another vessel came to Richmond, which needed a boy. He gave up school and again shipped on the bark "Parthian." He made a voyage to Brazil, and upon returning found war in progress between the North and South. He could not get to his home in Richmond, and so went on the ship "Planter," bound for Havre, France. While there he chanced to meet his brother-in-law, A. V. Soule, in command of the bark "Fame" of Richmond. He was delighted to meet him and managed to be transferred to that vessel from the "Planter." He continued on board the "Fame" for eight months, and finally returned to New York. Still being unable to go to his old home on account of the war, he put to sea again in the ship "Oracle," bound for Callao, Peru. He continued with that vessel three years, making South American and European ports. Upon one occasion he was washed overboard while on the boom, furling a sail, but was rescued. He finally made the port to San Francisco, and from there went to Hong Kong, China, and thence to the East Indies. He then went to Yokohama, Japan, and finally returned to San Francisco, and thence went to New York. He returned to Richmond after an absence of five years, and remained at home one year. He became restless and determined to continue his seafaring life, to which he had become wedded. He went on the steamer "Dirigo," bound for Portland, Maine, and this voyage marked the end of his sailing days, and the beginning of his career on steamers. He spent the following winter

in Richmond, and in March again went to New York and became quartermaster on the steamer "Saratoga," of the Old Dominion line, a company which had been organized a short time previously. Thus began his services with the Old Dominion line, with which he has since continued. During this extended period he has lost but three months work, that period being in 1874, when he became sick. In March, 1868, when Captain Earnest became identified with this company, the fleet of the Old Dominion Steamship Company consisted of four small seagoing ships, namely: "Albermarle," Capt. H. A. Bouerne; "Hatteras," Capt. George W. Couch; "Niagara," Capt. Sylvester Blakeman; and "Saratoga," Capt. S. Alexander; also an old screw steamer, "Virginia," which was used for a spare boat. In the fall of 1868, he was promoted to be second mate of the "Saratoga," and during 1869-1870 was mate of the "Wyanoke," the first iron vessel built by the company. It was the finest and fleetest ship on the coast, and was of about 2,000 tons burden. He became first officer on this boat, and in 1873 took command of the "Hatteras." His record for quick promotion is most remarkable. He started as quartermaster, without friend or favor, in 1868, and in October, 1873, was made captain, having passed through all the intermediate grades in a little over five and one-half years. He was 27 years of age when he was made captain, and was the youngest man who ever commanded an Old Dominion steamer. However, he was not permitted to enjoy his good fortune long, being obliged to retire from sea service and take shore duty on account of a partial loss of eyesight, after serving successfully as master about 12 months. He served as chief stevedore at Norfolk from 1874 to 1894, and then as wharf superintendent from 1894 to 1900. Since 1900, he has served most efficiently in the capacity of division superintendent. His long term of faithful service has gained for him the good will of the officials of the Old Dominion Steamship Company, and he enjoys the highest esteem of the employees of that company in general.

In 1876, Captain Earnest married Sarah E. Talley, a daughter of Nathaniel and Mary J. Talley, of Hanover County, Virginia. Mrs. Earnest departed this life in 1896, leaving five children, as follows: Mary Louise; Charles A.; Elizabeth Talley; Agnes Mills; and Jennie Ludwell.

W. T. SCOTT, the active manager of the well-known furniture firm of Thomas Scott's Sons of Portsmouth, Virginia, of which he is also a member, is a business man of no ordinary ability, as the unqualified success of that enterprising firm goes to prove. The present company is composed of W. T. and A. C. Scott, and their affairs are conducted in a large, three-story building, 24 by 113 feet in dimensions, at No. 317 High street, and the capacity of this large building is insufficient at the present time, and the increasing trade compels the owners to have additional room, so that the adjoining building at No. 319 High street is also utilized for this purpose. The house carries a large stock of all kinds of furniture, and employs several clerks, Mr. Scott having full charge of the undertaking and embalming department, and being an expert in that line.

This concern is one of the largest of its kind in Portsmouth, enjoys a fair patronage, and is the oldest furniture house in the State. The business was established by Thomas Scott, father of W. T. Scott, in 1856. In that year, he erected a substantial building, having done business in a small way since 1850. Under his splendid management, the business was conducted very successfully up to his death, which occurred December 25, 1897. During the Confederate War he served four years as a sergeant in the Signal Corps of the Army of

Northern Virginia, leaving his business interests during that time in the hands of Caleb Fleming. Mr. Fleming proved faithful to the trust and was afterward taken in as a partner and the business was carried on for some years under the firm name of Scott & Fleming. Thomas Scott was quite a prominent and public spirited citizen, and was interested in various enterprises of importance in and about Portsmouth, where he was born, reared and spent almost his entire life. He owned several fine farms, one being located just six miles from Portsmouth. He was a director in the Bank of Portsmouth.

W. T. Scott was born at No. 714 Mill street, which is still his home. In early youth he entered his father's establishment, where he remained for some time, but for 14 years prior to the death of that beloved parent, he conducted a truck farm, and succeeded to his father's business in 1897. Socially, he is a man of much prominence, being a member of the following organizations: B. P. O. E.; K. of P.; I. O. O. F., both the lodge and encampment; I. O. R. M.; Royal Arcanum; I. O. H.; and Chambers Steam Fire Engine Company, No. 2. In his religious views he favors the Methodist Episcopal Church, South. As a citizen he is one of the valued members of the community, and is held in high esteem by all his acquaintances.

JESSE O. REID, a member of the firm of D. P. Reid & Brother, dealers in hay, grain and fertilizers, with place of business at Nos. 415-417 Church street, Norfolk, Virginia, was born in Northampton County, Virginia, August 19, 1866, and is a son of Victor and Ann W. Reid. His parents were natives of Northampton County.

Jesse O. Reid attended common schools in Surry County, and later William and Mary College, at Williamsburg, Virginia. He removed to Norfolk when he was a boy, in 1871. After leaving college, and at the age of 19 years, he engaged in the mercantile business, in which he has continued up to the present time. He became a partner in the firm of D. P. Reid & Brother, which is very well known in Norfolk and Norfolk County.

Mr. Reid has been a member of the board of local improvement of Brambleton ward for three years, chairman of the street committee for two years, and a member of the finance committee for two years. He is a member of the Select Council, and is now serving his second term. He belongs to the Woodmen of the World. Mr. Reid is a business man of great promise, full of energy, and possessed of modern ideas in regard to the management of his affairs. He is well known among business men of Norfolk, and is highly esteemed by all.

WILLIAM TAYLOR, who has been a resident of Norfolk since 1829, has witnessed the wonderful growth of the city in that period. He was for many years engaged in blacksmithing but is now living in retirement, after a very active and successful business career. He was born in Powhatan County, Virginia, in 1813, and is a son of Jesse and Elizabeth Taylor.

Jesse Taylor was born in Virginia and always followed the trade of a blacksmith, dying at about the age of 65 years. His wife was also a native of Virginia, and they reared seven children, of whom William is the only one now living.

William Taylor lived in Manchester, Virginia, until 1829, when he moved to Norfolk and there attended school. He began the blacksmith business on Church street, in 1833, and carried it on in a highly successful manner until the evacuation of Norfolk during the Confederate War, since which time he has not en-



JAMES H. SAMMONS.

gaged in business enterprises, except that he has always dealt more or less in real estate, and now owns the building where he lives, the one adjoining, and also other property in the city. He was an old line Whig during the existence of that party, but never sought political preferment.

February 14, 1834, Mr. Taylor was united in marriage with Fanny Nimmo, of Princess Anne County, Virginia, and they reared six children, of whom one is now living,—Mrs. B. T. Bockover, of Norfolk. Mrs. Taylor died June 15, 1895, and Mr. Taylor took a second wife in the person of Mrs. Martha Balsom. He has three grandchildren: Horace P., Edward and Elizabeth Taylor. Religiously, Mr. Taylor has been an active member of Epworth Methodist Episcopal Church, South, for over 60 years, and has held many of its offices. He is a gentleman of wide acquaintance, and has numerous warm friends, who admire him for his many excellent traits of character.

WILLIAM LOWE HILLYER, a rising young attorney of Norfolk, Norfolk County, Virginia, was born in San Francisco, California, in 1867. When he was a child his parents removed to Washington, D. C., where he was reared and educated. There he studied law, and was admitted to the bar in 1894. He practiced law in Washington until 1896, when he went to Newport News, Virginia, and there continued his practice.

Mr. Hillyer enlisted in the Fourth Regiment, Virginia Infantry, during the Spanish-American War, and was made a 2nd lieutenant, and afterward 1st lieutenant. He served for one year with the regiment, and afterward returned to his profession at Newport News. In the spring of 1901, he removed to Norfolk, where he has since been engaged in practice. He has met with much success in his profession, and is well known in legal circles. He possesses much natural ability, is a fluent speaker, and is a man of scholarly attainments. Although he has not resided long in Norfolk, he has made many firm friends, who have much confidence in his ability. He has a large practice, which is steadily increasing. Mr. Hillyer is a member of the Board of Trade and Business Men's Association of Norfolk.

JAMES H. SAMMONS, a prominent business man of Lambert's Point, Norfolk County, Virginia, whose portrait is herewith shown, has quite recently leased his fine truck farm at that place and at the present time is interested in the real estate business at Norfolk. Mr. Sammons was born May 10, 1840, upon the same farm which is his home to-day and upon which his entire life has been spent.

Keeling Sammons, our subject's father, was born in Princess Anne County, Virginia, in 1810, and passed to his final rest in 1882. He turned his attention to farming early in life and supported himself and family by agricultural operations, and was at all times upright, industrious and progressive. He was joined in marriage with Mrs. Mary Shumadine, whose birth took place in Norfolk County in 1802 and who survived her husband four years. Only one child blessed this union, James H., the subject of this biography.

James H. Sammons was educated in the public schools of his native place and early in life took up the same vocation as his father, that of truck farming. Being a man of more than ordinary ability and an indefatigable worker, he labored with the utmost zeal to improve his opportunities and has been very successful in his efforts. A short time ago he abandoned the hard manual labor connected with the farm and turned his attention to real-estate investments.

Mr. Sammons has been twice married. On December 25, 1861, he was married to Marga-

ret Ann Holland, a daughter of John and Sarah (Abdell) Holland. Mrs. Sammons was born at Lambert's Point, near Bowden's Ferry, and has two brothers, John and Edward, and four sisters, Amanda H.; Eliza J., who married J. F. Coleman, of Norfolk County; Sarah; and Martha Virginia, the wife of Thomas Harmon, of Lambert's Point. By this union Mr. Sammons had two children: Mary M., wife of James G. Simmons, a real estate dealer of Norfolk, who has three children, Marion L., Eloise and Margaret S.; and Margaret L., widow of R. A. Saunders, residing in Norfolk who has one daughter, Elizabeth M. Mrs. Sammons died July 14, 1871. Mr. Sammons was again married September 15, 1874, to Mary Peyton, of Norfolk County; by this union there was one son, James Keeling, who died at the age of seven years.

In his political convictions Mr. Sammons is an ardent Democrat, and upholds the interests of his chosen party. The family worships at the Methodist Episcopal Church, South, and holds a high position in social circles.

CHARLES H. BLIVEN, a prominent and influential citizen of Berkley, is superintendent of the Berkley & South Norwalk Water & Electric Light Company. He was born in Berkley, May 27, 1879, and is a son of Charles and Jessie V. (Hope) Bliven.

Charles Bliven was born August 10, 1839, in New York State, where he attended the common schools. He served several years in the army during the Confederate War, and in 1865 located at Hampton, Virginia, where he operated a grist-mill and sawmill. He then moved to Norfolk and for a time was engaged in house building. He then built wharves and docks, and in 1893 founded the Berkley Water Works, upon the completion of which he became superintendent. He then embarked in business on a new pier adjoining the Berkley ferry-landing, supplying coal and water to steamers and harbor craft on short notice. It is an excellent lay-up dock for its patrons, as it is opposite the central portion of the city of Norfolk, and near the business part of Berkley, in close proximity to first-class machine-shops and ship-chandlers' stores. In addition to a modernly equipped coal elevator and water supply station, the firm has a large warehouse and is prepared to take out and store large cargoes of all sorts, and to afford excellent shipping facilities for the business men of Berkley and the trucking interests of this section. December 18, 1806, Mr. Bliven was united in marriage, at Hampton, Virginia, to Jessie V. Hope, a native of Virginia, and a daughter of G. W. and S. A. Hope, both natives of Virginia. Six children blessed this union, as follows: George H., who resides in Greenville, South Carolina, where he is superintendent of the electric light, electric railway, and gas and water companies, having married Minnie A. Durham, a native of Canada; M. Harvey, superintendent of the Norfolk County Water Company, who married Rena Heath, and resides in Norfolk; Sarah R.; Charles H., the subject of this sketch; Jessie A., who is in the employ of the Norfolk & Southern Railroad Company; and William E., a student. Mr. Bliven died September 7, 1898, and in him Berkley lost one of its best citizens.

Charles H. Bliven attended Robert Gatewood's school, at Norfolk, Virginia, and after completing his schooling worked for his father. He was then with Civil Engineer Phelps, and later clerked for the Berkley Coal & Ice Company. He then helped in the construction of the Norfolk County Water Works, on which he continued for six months, or until their completion. He then accepted the position of superintendent of the Berkley & South Norfolk Water & Electric Light Company. April 1, 1902, he took charge of the Norfolk County Water Company as superintendent, with office at 25th and Church streets, Norfolk. He is a stockholder in the People's Bank of Berkley,

and is chairman of the Berkley Fire Department. He has ever had the progress of the city at heart, and has contributed both time and money to that end. He is a man of pleasing personality, and has many stanch friends throughout the county. Mr. Bliven is a member of the Baptist Church of Berkley, and belongs to the Christian Endeavor Society of his church.

MARTIN W. BURK, who is engaged in building, buying and selling houses in Norfolk, Norfolk County, Virginia, was born in Germany, in 1831. He is a son of J. J. Burk, who came to America before the Confederate War, and who manufactured saddlery, knapsacks, and various leather necessities for military use.

Martin W. Burk learned the saddlery business under his father while in Germany, and in 1855 started for the United States, making for the port of Baltimore, Maryland. They were kept from landing for three months on account of yellow fever in that city. A year later they came to Norfolk, where Mr. Burk remained one year. He then went to Elizabeth City, North Carolina, where he opened a saddlery store. In this he was very successful, receiving large contracts for military work during the war. He employed 62 men to assist him, and did an enormous business. At the close of the war, he went to Norfolk, where he entered the drygoods, shoe and notion business, his store being located where C. D. Kenny's tea store now stands. In 1869, he sold out his drygoods store, and opened a confectioner's store, which he conducted for 11 years. He sold out that business to engage in buying, selling and building houses. The first home he erected was a double house on Church street, and since that he has erected many buildings. He built the Charlotte business block on Main street, five modern brick houses on Cumber street, four brick houses in Brambleton; one brick house on York street; five houses on Washington street; four on Goff street; four on Holt street; and 10 in Grigsby Place. He opened Grigsby Place by erecting 10 fine houses with pressed-brick fronts. In addition to building new houses, he has bought many old ones, and after remodeling them, has sold them at a good profit. He owns two fine cottages at Ocean View Beach. When he first began to build houses, he bought some land on Princess Anne Road, where he established a brick manufacturing plant, using the brick in building his houses. Later he sold this plant. He is connected with many of the leading enterprises of Norfolk, and is one of that city's most progressive citizens. He has done more than his share in assisting in the growth of the city, and is held in high esteem by all who come in contact with him.

Mr. Burk married Louisa T. Trudewind, whose death occurred in 1892. Three children, who resulted from this union, are living, namely: William H., of the firm of Ames & Burk, piano dealers; Carrie, who married W. H. Hyslop; and Emma, who married T. J. Carey.

CAPT. RICHARD B. BOAZ, who is captain of the steamer "Hamilton," which is owned by the Old Dominion Steamship Company, was born in Prince George County, Virginia, January 20, 1843. He is a son of John and Clara (Gilbert) Boaz. John Boaz was born in Scarborough, England, and his wife was born in Chesterfield County, Virginia. He was a master mariner and followed a seafaring life until his death, which occurred at the age of 65 years. His wife died, aged 57 years. They had but one child,—Richard B.,—whose name heads this sketch.

Richard B. Boaz grew to manhood in Chesterfield County, Virginia. He received his schooling at City Point, Virginia, and at the

early age of 14 years began his seafaring life. His first work was as boy on deck, and from that position he has worked his way to the top, filling the various positions up to that of master. He has sailed all over the Atlantic, and has had charge of many vessels. He began service in the employ of the Old Dominion Steamship Company in 1867, his first command being the old "Hatteras." He left the employ of that company for a few years, but resumed his connection in 1873. He is one of the oldest employees of that company. He has had command of the "Hatteras," "Breakwater," "Brighton," "Roanoke," "Guyandotte," "Manhattan," "Jamestown," "Princess Anne" and his present vessel, the "Hamilton." This vessel he has commanded since January, 1900. It is a fine vessel, and Captain Boaz is an excellent navigator. He has been very successful in his sea career, and is a man of genial, pleasant personality.

Captain Boaz married Mrs. Hughes, who was formerly Louisa Merchant. She has three children,—Alfred S.; Mary L.; and Agnes. Captain Boaz is a member of the A. F. & A. M.

ANTONIO J. SMITH, a very promising young attorney-at-law, residing at Norfolk, Virginia, was admitted to the bar in Norfolk County and has been practicing since the spring of 1900. He is winning hosts of friends, and bids fair to become one of the leading lawyers of his community. He is a son of Peter Smith, well known as one of Norfolk's leading dry goods merchants, as well as a reliable citizen, and is a brother of the late Peter X. Smith, who will long be remembered as one of Norfolk's distinguished attorneys.

Peter X. Smith spent his early life in Norfolk, Virginia, attending the public schools for some time, and striving most diligently for his education. After completing the course given in a preparatory school, he entered Georgetown University, and graduated with the degrees of Master of Arts and Master of Laws. From that time on he practiced with great success in Norfolk, and built up the most lucrative practive then enjoyed by any lawyer in that city. He was closely identified with many enterprises which have added to the growth and wealth of the city and given it prestige as a thriving business center. In a short time he was famous for his talent and eloquence, and was an efficient master of chancery until his death in February, 1896. In losing Mr. Smith, Norfolk lost not only an esteemed and respected citizen, but one who had mastered all he had striven to attain, one who never faltered in the path of duty, and one greatly interested in much of the business life of the city. He held a number of offices, such as director in the Norfolk Bank for Savings & Trusts, and was a member of the Business Men's Association, in which he was very popular.

The subject of this sketch was a native of Norfolk, and first saw the light of day in 1876. His boyhood days were happily spent in attending school in his native city, where he improved every opportunity for securing all the education possible. He entered Georgetown University after his primary study was finished, and took a classical course, graduating in 1896. About this time he chose law for his profession and re-entered Georgetown University, to prepare himself for his life work. In 1898, he received the degree of Bachelor of Laws and in 1899 the degree of Master of Laws. He then returned to Norfolk, and made that city his home. He was fortunate in his efforts to secure a foothold there, and after a time was appointed or commissioned deputy clerk of the Court of Law and Chancery.

FRANK H. MILLER is engaged in the real estate, loan and insurance business in Portsmouth, Norfolk County, Virginia. He was born in Virginia, and was reared on his father's farm.



DEVEREUX W. WARREN.

Mr. Miller is a self-made man, having received but a limited education and having started out in life without capital. At the age of 17 years he came to Norfolk County, where he became a collector for a firm at $5 per week. He later moved to Portsmouth, where he was employed by John Crawford for six years and five months. He spent several months in New York City at one time, where he was engaged as clerk for the Adams Express Company. After leaving the employ of Mr. Crawford he started into business for himself, and has occupied his present office for the past six years. Upon entering this line, he rented a room in a private house, at No. 612 Columbia street, where he conducted business for some time. As his patronage increased rapidly, he was soon compelled to find larger quarters, and he is now located at No. 612 Middle street. He established his present business in 1893, and he is now one of the largest dealers of the kind in Portsmouth. He handles large land deals, but has always been independent in his ventures, having never been connected with any of the large land companies. He employs three clerks to assist him in his work, and they are kept constantly busy. He represents the National, Pennsylvania and Philadelphia Underwriters fire insurance companies. Persevering and self-reliant, he has worked himself to the top, and no man in Portsmouth has more cause to be proud of his success than has Mr. Miller. He began, as before stated, without capital, but each day he devoted himself to his work with renewed energy and a determination to succeed. He is now one of the leading business men of Portsmouth.

Mr. Miller was united in marriage with Effie Clark, of Washington, in 1888. Her father is buried in that city, having died about 30 years ago. He was a contractor and builder. After his death her mother removed with her two daughters to Norfolk County, Virginia. Mrs. Miller's sister married V. B. Stuyvesant, of Richmond, Virginia. To Mr. Miller and his wife have been born five children, namely: Howard; Crawford; Frank; Effie; and Margaret. J. D. Miller, a brother of Mr. Miller, is a prosperous harness and carriage dealer, having places of business at Hampton and Newport News, Virginia.

The subject of this sketch has been active in Democratic politics for the past two years. Socially, he is a member of the Royal Arcanum; I. O. O. F.; B. P. O. E.; and Chambers Steam Engine Fire Company, No. 2. He is a Methodist in religious preferences.

DEVEREUX W. WARREN, one of Norfolk's prominent business men, whose portrait accompanies this sketch, is engaged in business at No. 105 Commercial Place, where he handles seeds of all kinds. He was born in Northampton County, Virginia, and is a son of Thomas P. Warren.

Thomas P. Warren was also a native of Northampton County, Virginia, and when a young man came to Norfolk, where he first taught school. Later he was clerk for some years for Borum & McClean, dealers in agricultural implements, after which he and C. Billups purchased the agricultural implement business of S. March, taking John J. Woodhouse in as partner. They carried on an extensive business for many years and when C. Billups sold his interest, Mr. Woodhouse became equal partner with Mr. Warren and continued the business until 1869. At that time but little trucking was done in Norfolk County and Warren & Woodhouse carried but a small stock in seeds. Mr. Warren persuaded the trucksters to raise spinach, which they found to be a success, so much so that they shipped it to Northern markets. After that the firm handled grains and seeds of all sorts, and were very successful in selling them. Mr. Warren, who was succeeded in business by his son in 1869, lived to reach the age of 74 years, dying in 1895.

Devereux W. Warren was two years of age when brought from Northampton County to Norfolk, where he received his education. He clerked in a grocery and also in a clothing store for a number of years, and also clerked for his father until the latter's retirement. Thus he gained much practical experience in his line of business, and that, together with energy and a determination to succeed, has been the secret of his success. His experience has proved that spinach is one of the most profitable crops grown in the South, much of it being shipped North. The fall pea crop has also found a ready market of late. Mr. Warren handles both home and foreign products, and his knowledge of seeds is undisputed. His store was located first on Roanoke Square, later on Roanoke avenue, and in 1892 was removed to its present location, No. 105 Commercial Place. Mr. Warren possesses much good business ability, sound judgment and energy, and his method in dealing with customers is honest and above criticism. He is one of Norfolk's progressive citizens.

GEORGE DONIPHAN PARKER, Jr., a member of the firm of George D. Parker & Son, attorneys-at-law in Berkley, Norfolk County, Virginia, was born in Berkley in 1870. He is son of George Doniphan Parker, Sr., and Urbanna Howey, his wife, the former a native of Missouri, and the latter, of North Carolina.

George Doniphan Parker, Sr., settled in Portsmouth, Norfolk County, in 1867, and one year later removed to Berkley. He served in the Confederate War, being captain of his company, under Colonel Lamb, commanding the regiment. He began the practice of law in Berkley, in 1870, and has served as county judge and commonwealth's attorney. He has also been a presidential elector. He has always been identfiied with the growth and development of Berkley, and gives his assistance to every worthy public enterprise which is for the good of the community. He married Urbanna Howey, a native of North Carolina, and this union was blessed by the birth of four children, namely: Thomas H., deceased, who was a civil engineer; Mary A., deceased; George Doniphan, Jr., the subject of this sketch; and William H., deceased. Mr. Parker and his wife are members of the Protestant Episcopal Church.

George Doniphan Parker, Jr., attended the public schools in Norfolk County, and also a private school in Fauquier County for one year. He then entered Randolph-Macon College, where he remained for three and a half years. After his course at that institution he entered the employ of the Norfolk & Southern Railroad Company, and continued thus for three years. He then entered the law department of Washington and Lee College, where he graduated in June, 1892. He was admitted to the bar the month following, and immediately began the practice of his profession. He entered into partnership with his father, the firm name reading George D. Parker & Son. They had offices in Berkley and in Portsmouth for one year, but abandoned the Portsmouth office on account of the father's sickness. They practice in all the courts of the State,—civil, criminal and maritime. This firm has become very well known, and they have a large clientage. Both gentlemen are lawyers of much ability, having won recognition throughout the country.

NICHOLAS C. PAMPLIN, who has been one of the substantial citizens of Norfolk, Virginia, for the past 27 years, is manager of the Western Union Telegraph Company's office in that city.

Mr. Pamplin was born in Appomattox County, Virginia, and was reared and educated in the town of Pamplin. He learned telegraphy

at the age of 20 years, in Pamplin, Virginia, in 1862, and thereafter went to Richmond, Virginia, where he served during the most stirring part of the Confederate War. As a telegrapher, he rendered valuable service to the cause of the Confederacy. He subsequently served one year in Georgia, and from September, 1865, to August, 1866, was located at St. Louis, Missouri. He then returned to Virginia, and was located in the city of Richmond until January, 1875, when he removed to Norfolk to accept his present position as manager of the Western Union Telegraph Company's office there. At that time there were four instuments in operation, two operators, one clerk, four messengers and one lineman. At the present time there are 33 instruments, 17 operators, seven clerks and four linemen, with an average of 60 miles each. Many of the wires now used as duplexed and quadruplexed, thus greatly increasing the carrying capacity. There are two duplexed wires direct to New York City. When Mr. Pamplin first assumed charge of the local office, it was located in the Dodd Building, formerly occupied by John Dodd's tailor shop. In October, 1899, it was removed to the present handsome quarters in the Dodson Building, at No. 185 Main street, where the Citizens' Bank was formerly located. Mr. Pamplin served one term in the City Council of Norfolk. He has always evinced a deep interest in public affairs; he has served 16 years as a member of the School Board, and is now a member of the city health department.

ADOLPH MICHELSOHN, during his six years' residence in Norfolk, Virginia, has attracted much attention as a lawyer and counselor and commands a large practice.

Mr. Michelsohn is a native of Germany, where he was educated, studied law and admitted to practice. He came to the United States and landed at Baltimore, Maryland, where he practiced his profession with a marked degree of success until 1896, when he located in Norfolk. His superior knowledge of the fundamental principles of procedure, and his ability as a counselor soon became apparent. As a natural consequence his practice increased and now extends over Eastern Virginia and the northern portion of North Carolina. He makes a specialty of assignment cases. His office is in the Talbot Building on Main street. Apart from his profession, he takes an active interest in the progress and advancement of Norfolk.

Mr. Michelsohn is prominently identified with a number of fraternal organizations, among them, the Independent Order of Odd Fellows. He is a stockholder in the National Bank of Commerce, and is connected with various business firms.

WS. SPRATLEY, one of the most esteemed residents of the city of Norfolk, Virginia, and vice-president of the Merchants & Mechanics' Bank of that city, was born in Norfolk, October 31, 1820. He is a son of Joseph Spratley.

The subject of this biography was reared in Norfolk, where he learned the trade of a gunsmith with his father, and succeeded him in business. He conducted a general gun and repair store. Later, with his brother, he devoted his attention to agricultural pursuits, and for 20 years owned what is now known as the City Park. This formerly consisted of 75 acres of land, and was purchased from Mrs. Seymour. Mr. Spratley raised all kinds of vegetables, for which he found a ready market in Norfolk. He sold his farm and removed to Norfolk, where he has since resided. In 1857, he was one of the reorganizers of the Merchants' & Mechanics' Bank, the only organization of the kind now doing business in Norfolk which withstood the Confederate

War. In 1853, with Elisha Gammage as its first president, there were stockholders, but three of whom are living. They are: J. E. Barry; John C. Sheppard, of Princess Anne County; and W. S. Spratley. The last named gentleman is the only one now directly connected with the management of the bank. Mr. Spratley was made vice-president of the institution January 1, 1897.

In 1850, Mr. Spratley married Mary J. Delaney, and to them were born seven children, as follows: James H. and William D., both farmers; Richmond; Eliza C. (Cooper); Ella (Holland); Mary; and Joseph R. The four last named are deceased. Mr. Spratley has watched with interest the progress and growth of Norfolk County; and has always been one of Norfolk's most influential citizens, entering into any enterprise which was for the good of the community. He is well known and highly esteemed in the city.

JOHN JAY WARREN, a prominent citizen of Portsmouth, Virginia, is secretary and treasurer of the Portsmouth Gas Company. He was born in Norfolk County, Virginia, and is a son of John Jay Warren, Sr., who died in 1896.

John Jay Warren, Sr., was born on the old family homestead, about 10 miles from Lake Drummond, and three miles from the present town of Wallaceton. His father was also born on this property, which was established by the latter's father, who came from Halifax County, North Carolina, about the close of the Revolutionary War. John Jay Warren, Sr., married a daughter of Franklin Lynch, also a native of Norfolk County. Her mother was a daughter of Captain Grimes. This union resulted in the following offspring: John J., the subject of this sketch; Franklin T., a druggist of Portsmouth; E. Claude of Portsmouth; M. D.; L. A.; and Ralph A. Mr. Warren had previously married a Miss Charlton, by whom he had two daughters, both of whom are now living. He engaged in mercantile pursuits until the outbreak of the Confederate War, and then became a member of Grimes' Battery, Artillery, with which he continued until 1863, when he was accidentally injured. He was later transferred to the hospital corps under Dr. Frank Anthony Walke, of Norfolk. Upon the close of the war, he settled at the old home in Norfolk County and followed farming practically up to the time of his death. He was a Democrat and active in political affairs. He was commissioner of revenue for Norfolk County, and was also superintendent of the poor at one time. He was a member of the Board of County Commissioners at the time of his death, and was secretary of the electoral board of Norfolk County.

John Jay Warren, the gentleman whose name heads these lines, was a pupil in the public and high schools of Norfolk County, and at the age of 17 years entered business life. He was clerk in a store in Norfolk one year. He was then clerk of the Norfolk Gas Company, from August 20, 1896, until January 15, 1900, and on the latter date was promoted to be cashier and chief clerk. He resigned this position January 15 1901, to accept his present one as secretary and treasurer of the Portsmouth Gas Company. He is also secretary of the Portsmouth Business Men's Association. He resides with his mother and her family at Portsmouth. Some of the members of the family are Episcopalians and others are Baptists in their religious preferences.

CAPT. JOSEPH W. SIMMONS, inspector of hulls for the Norfolk district, has led the life of a navigator, and has worked his way from the bottom of the ladder slowly but surely to the top. Captain Simmons is a native of Elizabeth City, North Carolina, and made his appearance in Norfolk in 1873. His



J. Edward Cole

education was very limited, for he attended school but nine weeks before beginning his maritime career.

The first situation Captain Simmons obtained was on a sailing vessel, where he was engaged as cook, the trip being to Norfolk. There he remained for the short space of 17 days, working for the master of the vessel. After receiving three whippings he took his leave, and shipped on a vessel called the "Snowstorm," an inland and Southern trader, on which he staid for 12 months. He then returned to Norfolk and engaged in work with the Baker Wrecking Company. He became master of three ships for this company, and was given a master's and pilot's license on taking leave of the company. The first steam vessel he commanded was the "William Gates." This he left after a time, and engaged in the coast survey, which was in its first season under the supervision of the naval officers. He worked on the coast of Florida until 1878, when he entered the life-saving service, having previously worked, in 1874-1875, on the coast of North Carolina. In 1880 he returned to Norfolk and entered the service of the Clyde Steamship Company, plying between Norfolk and North Carolina ports, and later worked on the tugboat "William H. Phillips," as master. His time of service there was 38 months, after which he entered the employ of the New York, Philadelphia & Norfolk Railroad Company, as mate of the "Cape Charles," and at different times was both mate and captain of every boat in the service. Captain Simmons again desired a change, and leaving that company, he engaged with the Norfolk County Ferries, and later with the Merritt Wrecking Company. He then returned to the service of the Clyde Steamship Company, and afterward engaged in coastwise piloting. For a short time he was also in the Old Dominion Steamship Company's service, but about 10 years ago he engaged as master of the steamboat "Dennie Simmons," on which he remained until his appointment, in October, 1891, as United States Inspector of Hulls, for the Norfolk district.

During his long years of active service Captain Simmons has never faltered, but has pushed forward and upward with untiring energy and zeal, until he stands far in advance of his starting point. He is not yet content, however, and his friends predict for him a still better future, to be attained by his perseverance, uprightness and wise judgment.

Fraternally, Captain Simmons belongs to Norfolk Lodge, No. 1, A. F. & A. M.; Norfolk United Chapter, No. 1, R. A. M.; Grice Commandery, No. 16, K. T.; and Acca Temple, A. A. O. N. M. S., of Richmond, Virginia.

JAMES EDWARD COLE, an attorney-at-law, of Norfolk, Virginia, whose portrait accompanies this sketch, was born in Greenesville County, Virginia, September 30, 1865. His father was John Cole, of Petersburg, Virginia, a son of William Cole, of Prince George County, and a member of one of the most prominent families of Tidewater Virginia. His mother, Richetta Peter, of Surry County, was a daughter of John Peter, and also a member of one of the leading families of Tidewater Virginia. She was a granddaughter of Richard Cocke, of Bacon's Castle, Virginia, from whose family Mr. Cole's father was also descended. John Cole and his wife were second cousins. He died in Greenesville County in August, 1889, and his wife died in 1879. They were buried at Grace Church, Meherrin Parish, of that county.

James Edward Cole takes his first given name from James Cocke, of Bon Accord, Virginia, and his middle name from Edward Wyatt, of Greenesville County, a relative of the Cole family. Mr. Cole was reared in Petersburg, where he attended McCabe's school. He entered the University of Virginia, and was graduated from that institution June 26, 1889,

with the degree of B. L. He then removed to Norfolk, where he engaged in the practice of his profession, residing in the county, outside of the city, for a period of 10 years. He moved into the city of Norfolk, in March, 1899. He was a partner of L. L. Kellam for one year, and in February, 1892, formed a partnership with Robert W. Shultice, under the firm name of Cole & Shultice. This association was dissolved in July, 1900, after a very successful existence of eight years, and Mr. Cole has since continued alone. He makes a specialty of corporation law, and is attorney for the Bay Shore Electric Railway. He was the chief promoter of the Cape Henry syndicate, organized for the purpose of developing the land surrounding Cape Henry. Since he took hold of the enterprise the United States government has surveyed land in the district for the purpose of erecting forts. He is president of the Chesapeake Transit Company, which is now in operation, the object being to connect Cape Henry with Norfolk, having a deep-water terminus at Lynnhaven Bay, which is west of Cape Henry, at the mouth of Chesapeake Bay. A man of ceaseless energy, with no inclination to identify himself with matters foreign to his profession, he has achieved a great success. He is an esteemed member of the legal profession and a valued citizen of Norfolk.

WILLIAM TALBOT WALKE. This gentleman is prominent in business circles of Norfolk, Norfolk County, Virginia, being at the head of a large general insurance agency in that city. He is descended from one of the earliest and best-known families in Virginia, was born in Norfolk, January 31, 1838, and is a son of Richard and Mary D. (Talbot) Walke.

One Thomas Walke settled in Princess Ann County, Virginia, in 1762. He married Mary Lawson, and they had a son, Anthony, who also had a son named Anthony. Anthony, the third, was William Talbot Walke's great-grandfather. His son, William Walke, was born in 1787, and married Elizabeth M. Nash. They were the parents of Richard Walke, father of the subject of this sketch.

Richard Walke was born in 1812, in Princess Anne County, Virginia, where his family had lived for generations. Previous to the outbreak of the Confederate War he was appointed deputy collector of customs, and later was cashier of the old Norfolk Savings Bank.

William Talbot Walke was graduated from William and Mary College at the age of 18 years. He later engaged in a wholesale business concern, where he continued until 1862, when he enlisted in the Confederate Army. He served as adjutant in the 39th Battalion, Virginia Cavalry, during the remainder of the conflict between the North and South. In 1869 he engaged in his present business, and later admitted his son, Isaac Talbot Walke, to the agency. They represent many of the oldest and best-known companies in fire, life, accident and marine insurance. The companies represented are as follows: Commercial Union Assurance Company (Limited) of London, England; Royal Exchange Assurance Company, of London; Phoenix Assurance Company, of London; Northern Assurance Company of London; Pennsylvania Fire Insurance Company of Philadelphia; the Petersburg Savings Insurance Company of Petersburg, Virginia; Thames and Mersey Marine Insurance Company (Limited) of London; Travelers' Insurance Company of Hartford, Connecticut, and a number of others. They also have the local ticket agency for the New York, Philadelphia & Norfolk Railroad, Norfolk, Ocean View & Virginia Beach Railway and the principal lines to Europe; they also sell excursion tickets to summer resorts at reduced rates.

Mr. Walke has the following children now living: Richard G.; Mary, who married J. P.

Higginson; Sally W., the wife of H. Chipley; and Isaac T. Mr. Walke is a man of keen business perceptions, is possessed of much ability and energy, and is looked upon as one of the foremost citizens of Norfolk, eminently worthy of the esteem in which he is held and of the confidence reposed in him.

ISAAC R. DOZIER, who is engaged in the general merchandise business at Dozier's Corner, near Money Point, Norfolk County, Virginia, was born in North Carolina, September 22, 1867.

Tilley Dozier, the grandfather of Isaac R., was born in Norfolk County, Virginia, and was a farmer all his life. He lived in North Carolina until his death. He married Frances Holstead, and to them were born three children, namely: Philip; Mary (West); and Samuel, the father of Isaac R.

Samuel Dozier was born in North Carolina, June 22, 1826, and worked on his father's farm until he reached his majority. He lived in North Carolina until 1900, when he removed to Norfolk, and is now making his home with his son. In 1863, he enlisted in Hinton's regiment, North Carolina Infantry, and served until the close of the war. He followed farming all of his active business life, and gave up that occupation after his removal to Norfolk County. In 1852, he married Elizabeth Matthias, who was born in North Carolina, February 1, 1836. They reared the following children: Jennie, who married a Mr. Phillips, and lives in South Norfolk; Mary (Eason); Hilliard; Isaac R.; Enoch F., a mechanic, who lives in Brambleton; and Sallie, deceased.

Isaac R. Dozier attended the common schools of his native county, and worked on his father's farm until 1892. In that year he removed to Norfolk, where he worked in Wrenn's carriage factory until 1893. He then opened a general store in Berkley, where he resided for one year, and in 1895, he located in Moyock, North Carolina, where he engaged in business. He resided there until 1900, when he purchased his present property near Money Point, to which he moved February 1, 1900. He has since erected a comfortable eight-room frame house of two stories. He has a store at the place known as Dozier's Corner, and there he he is engaged in the general merchandise business. He has met with much success, which is due entirely to his own untiring efforts and determination to succeed. Politically Mr. Dozier is a Democrat.

RICHARD TURNER BROOKE, a well-known citizen of Norfolk, Virginia, where he has followed various lines of business, is at present delinquent tax collector. He was born in Culpeper, Virginia, June 5, 1863, and is a son of John L. and Maria (Ashby) Brooke.

Mr. Brooke comes of distinguished ancestry on both sides of the house. He is a grandson of Matthew W. Brooke, who had four brothers and a sister, the latter being Mrs. Landon Carter, of Fauquier County, Virginia. He was reared and educated in Edinburgh, Scotland, and on coming to America located in Prince William County, Virginia. He married Elizabeth Lewis, a daughter of Warner Lewis, who owned "Warner Hall," one of the most ancient and historic places of Gloucester County, Virginia. She had a sister, Mary Lewis, mother of Mrs. Edward C. Marshall, of Markham, Virginia.

John L. Brooke was born at "Warner Hall," Virginia, in October, 1824. His father moved to Fauquier County when John L. was a mere child, and there he was reared, near Markham. On the opening of the war he was made captain of Company E, 13th Regiment Virginia Infantry, and was taken prisoner in 1864. He was confined in the Old Capitol Prison in Washington until the close of the war. Prior to that great conflict he was the

owner of large landed estates. He was united in marriage with Maria Ashby, a daughter of Marshall Ashby, of Belmont, Virginia. Her father married a Miss Cocke. Marshall Ashby had three brothers, Turner, Samuel and Thompson. Gen. Turner Ashby, a son of Samuel, and a cousin of Mrs. Brooke, was reared in the same house with the last named, and was like a brother to her. He was a general in the Confederate Army and gave his life for the cause, as did his brother Richard, who was killed near Winchester. For these two gallant soldiers the subject of this sketch was named. Mrs. Brooke had two brothers, Dr. John Washington, a surgeon on General Early's staff, and Col. Henry, who fought under Zollicoffer and Kirby Smith, and was twice badly wounded. The latter was made a brigadier general just before the war closed, and while engaged in the practice of law at Knoxville, Tennessee, was assassinated by a Yankee carpetbagger. John L. Brooke and his faithful wife were the parents of the following children: Robert, of Fauquier County, Virginia; Lucy M., who married A. P. Davis,, and had a daughter, Helen, deceased; Warner L., who married Miss Shelby Fassman, of Nashville, Tennessee, and has a son, Douglas; Rebecca Peyton, deceased, wife of F. S. Taylor, who had the following children, Tazewell, A. Brooke, Anna, F. Southgate, and Selden; John Ashby, who married Sarah Forrant, both now deceased; Agnes, wife of Dr. John C. Wise, living in Warrenton, Virginia, who has three children,—Douglas, Henry and Agnes; Richard Turner, the subject of this sketch; and John L., a teacher residing at Remington, Virginia.

Richard Turner Brooke was reared in Gloucester County, where he attended the common schools and Gloucester Academy, and graduated from the latter institution. He first engaged in the transportation business at Norfolk, whither he moved in 1881. Several years later he became registry clerk in the Norfolk Post Office under the first Cleveland administration, but resigned to accept a position as passenger agent on the Chesapeake & Ohio Railway, a position which he held for nine years. He resigned to accept a position with his brother, Warner L. Brooke, of the firm of W. L. Brooke & Company, which conducted a wholesale grocery for two years. Later Mr. Brooke accepted the position of delinquent tax collector, which he has since successfully filled.

On December 18, 1901, Mr. Brooke was united in marriage with Nellie Randolph Wise, a native of Norfolk, and a daughter of T. O. and Susan Wise. She is a member of St. Luke's Protestant Episcopal Church. The subject of this sketch is a Democrat, and has always been interested in local politics.

ELIAS E. GUY, one of Norfolk's substantial business men and progressive citizens, conducts a large plumbing establishment in that city. He was born in Norfolk, and is a son of Elias and Nancy (Spann) Guy.

Elias Guy was a son of Henry Guy, and was born in Norfolk, Virginia, as was his father. In his boyhood days he served an apprenticeship of eight years at rope-making, and at the age of 21 years had discharged all the financial obligations of his father. He served as chief of police of the city for 40 years, and was serving as such at the time of his death in 1868, at the age of 69 years. He was one of the original members of Washington Lodge, No. 2, I. O. O. F., of Norfolk. He married Nancy Spann, who was born in 1802, and died in 1874. Her mother, Keziah (Llewellyn) Spann, was of Welsh descent. Ten children blessed this union, as follows: Elizabeth, Annie, Virginia, Margaret F., Indiana, Lavina and Anna, deceased; Henry Clay, of Portsmouth; Elias E., the subject of this biography; and James R., an engineer by vocation, who is now a merchant in Norfolk.



DR. FRANK S. HOPE.

Elias E. Guy attended private schools at Norfolk, and then became an apprentice in the machine-shops at the Atlantic Iron Works. Before completing his term of service the war broke out and he volunteered for service. He was then but 18 years old, and from the fact of his being under age his father had him released and placed in the Gosport Navy Yard, which was then in the hands of the Confederates. He worked on the "Merrimac," drilling holes for the plate and on the prow, and continued in the Navy Yard until the yard was abandoned by the Confederates at the time of the evacuation of Norfolk. What was preserved of the machinery of the yard was taken to Charlotte, North Carolina, where Mr. Guy followed and worked in the yard there until the close of the war. He assisted in putting machinery into the Confederate iron-clad "Halifax," which was afterward blown up by Captain Cushing, United States Army, and the "Neuse," which was built at Kingston. At Charlotte he saw the hanging of 23 "Buffaloes," or Confederates, caught with arms fighting against the South, 13 of them being executed at one time. They were captured in one of Pickett's raids. At Charlotte he was detailed with the treasury department as a guard. In the party was Mrs. Jefferson Davis. They guarded the public money, which amounted to $800,000 in gold, silver and pennies, as far as Washington, Georgia, where they met President Davis, who then took charge of his wife and the treasury. After the war he returned to Norfolk, possessing at the time just $2.50, which had been paid him in liquidation of a loan of $400. He remained at home three days and then went to Baltimore, where he obtained work in Denmead's shipyard, in the machine department. There he stayed a few weeks, and then returned to Norfolk and worked in the Navy Yard. Four years later he purchased an interest in a plumbing business, and in 1871 went into business for himself. He is now located on the corner of Bank and Plume streets, where he conducts an extensive establishment under the firm name of E. E. Guy & Sons.

January 11, 1865, Mr. Guy formed a matrimonial alliance with Leluce Brown, who was born in Hampton, Virginia, in 1849, and is a daughter of John W. and Mary Ann Brown. They have had nine children, as follows: Annie L., who married Harry Nichols, a wholesale grocer of Norfolk; Elias L., who is in business with his father; John McLean, who died in 1882; Lee Spaulding, who is a member of the firm of E. E. Guy & Sons; James R., who is a shipbuilder and hull draughtsman at Richmond, Virginia; Louis E., a dental student at Baltimore; Cecil B., an apprentice to the Virginia Pilots' Association; Norman Leluce, who is attending school; and Mary Marguerite, who is also in school. The subject of this sketch and family are members of the Freemason Street Baptist Church. Fraternally, he is a member and past officer of Atlantic Lodge, No. 2, A. F. & A. M.; Norfolk United Chapter, No. 1, R. A. M.; Grice Commandery, No. 16, K. T.; and McDaniel Lodge of Perfection. His two sons, Elias L. and Lee Spaulding, are also past officers in the same bodies. James R. Guy is a member of Atlantic Lodge, No. 2, A. F. & A. M. Elias E. Guy is also a member of the Royal Arcanum; Knights of Honor; Home Circle; and Pickett-Buchanan Camp, Confederate Veterans. He was twice a candidate for mayor on the Democratic ticket, and served in the City Council until he resigned. He was at one time chairman of the street, drain and sewer commission of Norfolk.

DR. FRANK S. HOPE, who is one of the most prominent physicians of Portsmouth, Norfolk County, Virginia, and is also health officer of that city comes from one of the old and prominent families of Virginia. He was born in Portsmouth and is a son of William M. and Virginia F. (Owens) Hope.

George Hope, the paternal great-grandfather, was a native of Whitehaven, England, and was born March 28, 1769. He was brought to America in that year and later in life learned the ship-building business. He first located in Norfolk, where he remained until his death, in 1818. He married Mrs. Rebecca Ballard, *nee* Meredith. His son, John Hope, was born at Hampton, Virginia, January 20, 1786, and he also learned his father's trade. John Hope married Ann Watkins, of Hampton, Virginia, and nine children were born to them, among whom was William M. Hope, the father of Frank S.

William M. Hope was born in Hampton, in 1812, and attended the Hampton Academy, which he left at the age of 16 years, to follow his trade and business, that of ship-building. For two years he was a member of the City Council of Portsmouth. He held the position of master shipwright at the Norfolk Navy Yard under President Cleveland. In 1840 he married Catherine F. Nillis, of Hampton, Virginia. She and her infant child, died in 1841. Mr. Hope married, secondly, Virginia F. Owens, a daughter of James Owens, of Portsmouth. Nine children were born to them, of whom five reached maturity, as follows: Rev. H. M., of Danville, Virginia; William O., of Portsmouth; Dr. Frank S.; Dr. James S., of Portsmouth; and Virginia Lee, deceased, who married D. L. Roper, of Brooklyn, New York. Mrs. Hope's uncle is Commodore James B. Owens, formerly of the United States Navy.

Dr. Frank S. Hope, who name heads these lines, received his education in Portsmouth, and at the University of Virginia, from which institution he was graduated in 1876. He spent one year in Illinois, after which he went to Philadelphia, where he took a special course in medicine. He returned to Portsmouth in 1879 and has practiced his profession there ever since. In 1885 he was elected health officer of Portsmouth, a position he has continued to fill up to the present time, in a most able and satisfactory manners. He has a thorough knowledge of the science of medicine, and much confidence is placed in his ability. By his genial and courteous manners he wins many friends, and he is ranked as one of the best physicians of Norfolk County.

Dr. Hope was married, in 1884, to Anna M. West, of Norfolk County, and they have one daughter, Mary. Dr. Hope has been the only physician to serve as quarantine officer of the port of Portsmouth. He is a member of the American Medical Society, and also of the Virginia State Medical Society. A portrait of Dr. Hope accompanies this sketch, being shown on a foregoing page.

JOSEPH LAVILLE YOUNG, SR., a prominent journalist of Portsmouth, Virginia, was born November 11, 1834, near Richmond, on the James River, on an estate of his maternal great-grandparents. They bore the name of Pritchard, and came to America from Caernarvonshire, Wales, as a young married couple, about 1730, naming their new home "Warwick."

There is quite a romance connected with the lives of these early ancestors. Owing to some college escapade Richard Pritchard was for a time suspended from his school privileges, and decided to temporarily ostracise himself from his own immediate family, which was one of the best in Wales; so he accepted of the tendered hospitality of a nobleman by the name of Hewes. During his stay with him he was brought into daily contact with a beautiful daughter of the household, to whom he became deeply attached. His feelings being reciprocated, the inevitable—their betrothal—followed, much to the disapproval of the father. They were married, however, and, after a few years of life in Wales, removed to Virginia, where they established their famous home, "Warwick on the James." Their domicile was a hospitable one, and its halls fre-

quently rang with the laughter of the distinguished and fashionable throngs that graced it. It was burned during the Confederate War.

Mr. and Mrs. Pritchard became the parents of five children: Jane, Sidney (grandmother of the subject of this biography); Polly (or Mary), who married a Mr. Elliott and removed to Kentucky; Nancy; and Sallie (Biggott).

The holocaust of the Richmond Theatre in 1814 came near resulting seriously to two members of this family, Jane and Nancy Pritchard, who were attending that night the play of "Raymond; or Agnes, the Bleeding Nun."

Jane Pritchard married Captain Rodbird, and went with him to live at his New England home at Bath, Maine.

Nancy Pritchard went to England to look up the estate of the family and to become acquainted with some of her Welsh kinsfolk. She returned bearing testimonials of their affection, and afterward became the wife of Christopher Roberts, then collector of customs for the port of Richmond.

Sidney Pritchard, grandmother of our subject, owned a large estate in Chesterfield County, Virginia, running through which was the Clover Hill coal-fields, famous in after years for their enormous yields of bituminous coal.

Paternally, Joseph LaVille Young is of French Huguenot stock, his great-grandfather coming from France to this country. The grandfather, who was born in Maryland, after growing to manhood went to Hanover County, Virginia, and engaged in the lumber business. He there married a Miss Barker.

The father of the subject of this biography was John LaVille Young, who was born at the "Slashes," now known as Ashland, in Hanover County, Virginia, September 1, 1805, and at an early age removed to Chesterfield County, Virginia. On March 15, 1827, he married Mary Anne Shoemaker, daughter of Mahlon Shoemaker and Sidney Pritchard, his wife (the latter of "Warwick on the James"). He engaged in school teaching until 1828, when he was called to the command of one of the first steamers that ran on the James River. In 1831 he was captain and part owner of the steamer "Comet," plying on the Appomattox and James Rivers. He followed steamboating until his death in 1843, at the age of 38 years.

Of the children born to John LaVille Young and Mary Anne Shoemaker, his wife, were: William Sidney, John Mahlon, Joseph LaVille, George Shoemaker, Mary Anna and Charles Pritchard. The third child (Joseph LaVille), the subject of this sketch, at 13 years of age, entered the office of the *Richmond Enquirer*, then owned and edited by William F. and Thomas Ritchie, sons of the distinguished Thomas Ritchie, who launched this influential journal in 1804. Here Mr. Young remained until 1852, when his career as an all-round newspaper man began. In the 26 years of his journalistic life, he has served in every capacity pertaining to the profession, from "printer's devil" through the composing and press rooms, the news department, reportorial chair, up to editor-in-chief. Then for many years he engaged in clerical work, and now holds the position of writer in the Norfolk Navy Yard. He came to Portsmouth April 29, 1865, just after the close of the Confederate War.

During the war between the States he was a member of Maj. Richard F. Walker's battalion, which formed a part of Colonel Evans' regiment of State troops. Although on detached duty as manager of the composing room of the *Richmond Enquirer*, which was the proclaimed organ of the Confederate States government, whenever the city was thought to be endangered or the services of his command needed, he was ever with it.

His graphic accounts of life at the Confederate Capital during the darkest days of the short-lived nation have attracted much atten-

tion. Among these are a thrilling account of "the evacuation of Richmond," "Blockade running and its periis,, during the war, etc., which may yet be revised and given in book form to the public.

Mr. Young married Carrie Elethia, the only daughter of James Sivells and Jennette B. Richardson. Mr. Richardson was a prominent citizen of Norfolk County, and well known as one of the most successful men of his day. He was the Seaboard & Roanoke Railroad's first superintendent of construction and afterward a thrifty merchant, wharf builder and farmer. By this marriage eight children were born: Carrie E. (deceased), James LaVille (deceased), May Jennette, Irene Rodbird, Joseph LaVille, Linda Olive, Charles Pritchard and William Allegree.

JEROME P. CARR, proprietor of the Pythian Castle Drug Store, which is by far the finest of any of its kind in the city of Portsmouth, Virginia, has been actively engaged in the drug business for a number of years, and by untiring energy and honest methods, together with his superior skill and care in correctly filling prescriptions, has built up a paying business and ranks among the substantial citizens of that prosperous city.

Mr. Carr is a native of the city which is still his home, having been born at the old family residence on the corner of County and Effingham streets, where the Carr family has continued to reside for more than half a century. He is a son of George and Laura A. (Williams) Carr, and grandson of Jesse Carr, for whom the town of Carrsville, Virginia, was named, and whose death occurred at that place.

George Carr was a native of Isle of Wight County, Virginia, which was also the home of his ancestors. He followed railroading for many years, being a competent locomotive engineer on the Seaboard Air Line Railway, with headquarters at Portsmouth, where he located in 1855, and made that city his home until cut off by death in 1875. He had one brother, Jesse L. H. Carr, who also located in the same city but has been deceased for many years.

The widow of George Carr is still living in Portsmouth. Her family consisted of five children, four of whom reached maturity, as follows: Mrs. Laura King, widow of J. Danforth King, of Portsmouth; Jerome P., the subject of this brief biography; Hope; and George H., a prominent physician of Portsmouth.

Jerome P. Carr attended the public schools until he attained the age of 15 years, and then entered the drug store of G. A. Krieger, with whom he remained for three years. During this time he studied diligently, and being an apt scholar learned much of the business. He attended the examination before the State Board of Pharmacy, which he successfully passed at the early age of 17 years, and became a registered pharmacist. The following year he went into business for himself, establishing a drug store at the corner of Bart and Green streets. His business flourished and in a short time he built a more commodious building on Green street, directly opposite his present place of business, and carried on a very successful business at that stand for five years. February 1, 1898, another drug store was opened by him in the Pythian Castle, where he conducted the only wholesale and retail drug store in the city. Both stores were operated for some time, but quite recently the old store was closed out, and Mr. Carr gives his whole time and attention to the business in the Pythian Castle. He carries a full line of drugs and such accessory articles as are to be found in well-appointed drug stores, and employs three clerks and a porter.

Mr. Carr was united in marriage with Martha F. Womble, a daughter of J. G. Womble, who was formerly of Raleigh, North Caro-



HARDY DUKE.

lina, but who resided in Norfolk County for many years, being prominently identified with its progress. He was a retired hardware merchant, and was also president of the Norfolk National Bank, and a director in several other institutions of note. He served as a member of the City Council of Norfolk. Mr. Carr and his worthy wife attend the Methodist Episcopal Church, South.

By industry and frugality the subject of this sketch has built up a large and exceedingly profitable business, and has shown a very enterprising spirit. He has at all times manifested a fitting interest in the welfare and advancement of Portsmouth, and stands among her foremost citizens.

HARDY DUKE, conspicuous among the many truck farmers of Norfolk County, Virginia, is a man of great energy and activity, and thoroughly awake to the interests of his business and the welfare of his county. The farms which he owns and oversees comprise 235 acres on the western branch of the Elizabeth River, the Grimes farm, the old Fox Hall farm and the Bridge farm. He employs quite a number of hands to assist him in the work of truck farming. In winter he has work for about 12 hands and in the summer season when work is much heavier, he employs from 20 to 100 hands, a force which in itself denotes the success of his business.

Mr. Duke is a native of Nansemond County, Virginia, and was born March 28, 1832. He is a son of Whitman and Susan Duke, also natives of Nansemond County, and is one of 11 children born to them. He and his brother, Henry, are now the only survivors of the once large family. Whitman Duke was a large landowner, possessing many fine farms, which were cultivated by his slaves.

Hardy Duke's early life was spent on one of his father's farms, but, in 1855, when he had arrived at the age of 21 years, he came to Norfolk County, where he soon became overseer on the farm of Capt. John Wise. There he contracted yellow fever; on recovering he returned to his home in Nansemond County, and remained a year. In 1859, however, he again came to Norfolk County, and in 1862, during the Confederate War, he went to Suffolk, Virginia, and enlisted in the 13th Regular Virginia Cavalry, and served faithfully and bravely until the end of the conflict. His was hard service; at Hanover, Pennsylvania, his horse was shot from under him. At the close of the war, he was held as a prisoner, but was finally released and discharged at Suffolk. At that time he was sick and went immediately to his home, where he gradually recovered his usual good health.

Mr. Duke, after his recuperation, again set out for Norfolk County, and worked for one year under Richard Cox, the "Father of Truckers." He then became interested in the firm of Wise & Curran, with whom he assumed the duties of a position, and remained with them for three years. He rented one-half of the Love farm and found employment as a farmer for the following three years. Then he purchased 73 acres of his present large farm of 255 acres. Thus he made his beginning and from that time on his success has been apparent to all.

On December 26, 1867, Mr. Duke was united in marriage with Margaret Raby, who was born in Nansemond County, March 31, 1840, and is a daughter of Abram and Catherine Raby. Mrs. Raby is a native of Nansemond County, and she and her husband reared three children, namely: Robert, Margaret, and Richard L. The subject of this sketch and his worthy wife have had four children, namely: Charles L., who was born December 11, 1868, and whose death occurred September 22, 1872; Maggie R., born November 6, 1872; Harry R., who was born November 21, 1877, and died May 4, 1878; and W. H., whose birth occurred September 26, 1878, and who is now a willing and useful assistant on the home farm.

The family are members of the Churchland Baptist Church. Fraternally, Mr. Duke is prominent as a member of the Masonic organization. Politically, he is an ardent Democrat, always ready to be of service to his party. His portrait accompanies this sketch.

OSCAR VINCENT SMITH, deceased, was born May 1, 1843, in Goochland County, Virginia, and was a son of Capt. William C. and Martha Elizabeth (Courtney) Smith.

Capt. William C. Smith was born in Richmond, Virginia. At the close of the Confederate War, in which he participated, he became superintendent of the old Bay line of steamers and served in that capacity until his death, in 1880. He was united in marriage with Martha Elizabeth Courtney, who was born near Richmond, Virginia, in which city she now resides, at the advanced age of 83 years. She comes of a fine old Virginia family. Captain and Mrs. Smith had six children,—four daughters and two sons. One daughter—Sarah Campbell Smith,—married Lieut.-Col. William Frederick Niemeyer, who was born at Portsmouth, and was attending the United States Military Academy at West Point when the Intersectional War broke out. He left within a month of graduation to join the Confederate Army, and was killed in the battle of Spottsylvania, at the age of 21 years, having on that day been promoted to the rank of brigadier-general. An account of his life may be found in Chapter XXVIII of this work. He had one son, John Frederick, who lives at Richmond, Virginia. Mrs. Niemeyer lived at Portsmouth, Virginia, for many years, but moved to Richmond, where she died in 1901.

Oscar Vincent Smith was educated at Richmond College, and in 1860 or 1861 took up railroading with the Seaboard Air Line Railway. Soon after the outbreak of the Confederate War he joined the 3rd Richmond Howitzers, Artillery, of which he was later an officer. He served through the entire war and was at the surrender at Appomattox Court House. He returned to Portsmouth in the fall of 1865, and resumed work with the Seaboard Air Line Railway. He was made assistant superintendent, and at the time of his death,—February 7, 1894,—was general traffic manager of the system. He was connected with many business enterprises of the city, in whose welfare he was always deeply interested. He was a strong Y. M. C. A. worker, and for 12 years was a member of the board of education, of which he was president for a period of four years. He was a member of Stonewall Camp, Confederate Veterans, the Royal Arcanum, and the Independent Order of Odd Fellows, and belonged to the Business Men's Association of Norfolk. He was well known in transportation circles, and was a prominent and respected citizen of Portsmouth. He was an earnest Christian and a member of Trinity Protestant Episcopal Church, under which he is buried. A font to his memory was placed in the church by his widow. It was designed by Stent, of New York, and made in Italy, of Carrara marble, representing an angel gracefully bending on one knee, with uplifted hands, on which rests a shell-shaped basin, holding baptismal water. The whole figure is about seven feet high, and rests on a base of marble, 2½ by 5½ feet in size, with this simple inscription on the top: "To the memory of Oscar Vincent Smith. May 1, 1843; February 7, 1894." Mr. Smith was very actively interested in securing the erection of the Confederate monument on Court street, near High street, Portsmouth.

January 10, 1867, Mr. Smith married Annie Theodosia Cocke, who was born on June 16, 1847, in Norfolk County, on the family homestead called "Paradise," located on Paradise Creek, five or six miles from Portsmouth; the property now belongs to the Portsmouth Land Company. Mrs. Smith is a daughter of Charles Leonard and Ann Roe (Cowper)

Cocke. Her paternal grandfather was Col. Richard Cocke, of Shoal Bay, James River. Charles Leonard Cocke was born at Shoal Bay, on the James River, but came to Portsmouth as a young man, and was engaged in mercantile pursuits many years. He was postmaster at the time of his death, in August, 1854. His wife died in August, 1855, at the age of 53 years. Mrs. Cocke was born at Hampton, Virginia, and was a daughter of Capt. John and Susan Barron Cowper, her father being in the United States Navy. Mr. and Mrs. Cocke had nine children, four of whom lived to maturity, and those now living, in addition to Mrs. Smith, are,—Mrs. John Emmerson and Judge Charles L. Cocke, residing in Sussex County, Virginia. Oscar Vincent Smith and his faithful wife became the parents of two children, namely: Elizabeth Courtney, wife of Lieut. Kenneth McAlpine, of the United States Navy, now located at the Norfolk Navy Yard, who served on the battle-ship "Texas" during the Spanish-American War and was engaged in the battle of Santiago; and Oscar Emmerson, who married Martha Gatewood, of West Point, Virginia, and lives in Portsmouth. Religiously, Mrs. Smith is an Episcopalian, as was her husband. The family home has been at No. 402 Court street for many years. Mrs. Smith is a woman of many fine traits and has numerous friends throughout this locality.

GEORGE A. FRICK, a popular attorney-at-law of Norfolk, Virginia, is largely interested in the development of the city and vicinity, being secretary of the Virginia Beach Development Company, with offices at No. 407, in the Citizens' Bank Building.

The Virginia Beach Development Company was formed in 1900, by A. M. Jordan, James S. Groves, C. E. Lent and George A. Frick. Mr. Jordan was elected president; Mr. Groves, vice-president and manager; Mr. Lent, treasurer; and Mr. Frick, secretary and attorney. This company purchased about 1,500 acres of land in Princess Anne County, Virginia, from the Norfolk, Virginia Beach & Southern Railroad Company. This tract was known as Virginia Beach, and being immediately laid out in building lots and otherwise improved, makes a very desirable location for permanent homes. It is located 18 miles from the city of Norfolk,—a 25 minutes ride,—10 trains being run daily. The climate is all that could be desired, the close proximity of the Gulf Stream makes the winters mild and genial, and as a summer resort it is unequaled by any other place on the Atlantic coast. The ocean breeze tempers the air along the lovely driveways for miles on a hard beach or on a shell road amidst pine trees, where the air is redolent with the perfume of beautiful Southern flowers and fragrant with the odor of the pines.

As a bathing resort Virginia Beach is unsurpassed along the eastern coast, and unless the winter season proves particularly inclement, salt water bathing is indulged in the year round. The conveniences and accommodations of the Princess Anne Hotel, which is both beautiful and modern in design, together with many available cottages, have done much to popularize the place, and boating, fishing, shooting, golf, etc., are among the many pastimes which cause the seasons to pass rapidly in this lovely place. In addition to these, many fine building lots have been sold, and handsome residences have been built thereon for permanent homes. The coming season will witness the erection of several more fine, modern cottages, the plans having been already drawn. As secretary, Mr. Frick has devoted much of his time and energy to furthering the success of this enterprise.

Mr. Frick is a native of Baltimore, Maryland, where he grew to manhood and attended various schools. He subsequently entered St. John's College at Annapolis, from which he

graduated in 1880. He was then engaged in teaching for a couple of years, during which time he also studied law. Later he was admitted to the bar, and in 1887 went to Shelby, North Carolina, where he was engaged in the practice of his chosen profession until November 11, 1897, when he located in Norfolk, Virginia. After practicing law in that city for a short time he became associated with J. F. Duncan, and together they carried on a general law practice, acting also as corporation lawyers. This firm did a very successful business until 1900, when it was dissolved by mutual consent, and since then Mr. Frick has practiced alone. He is counselor and advisor for several corporations of Norfolk, is attorney for the Chautauqua-by-the-Sea Assembly, and the Atlantic Light & Water Company, which furnishes light and water for Virginia Beach. He is also advisor for the Southern Amusement Company, of Virginia Beach.

Mr. Frick has taken an unusual interest in the welfare and development of Norfolk and is looked upon as one of her most progressive citizens.

GEORGE T. POWELL, captain of the tug-boat "Helen," at Newport News, Virginia, is an expert seaman and experienced navigator, having spent many years as a mariner, the first years of his nautical career having been passed on sailing vessels alone.

Mr. Powell was born in Mathews County, Virginia, December 26, 1866, both of his parents being natives of the same county. He is a son of John B. Powell, who has also followed the life of a mariner. He was a member of the Baptist Church. His wife, whose maiden name was Bettie Marchant, passed to her rest when George T. was about three years old, leaving five children, as follows: Edward E., of Texas; Napoleon B., of Middlesex County, Virginia; George T., to whom this biography is devoted; John, who is deceased; and Jane, the wife of Ellis S. Dunton, of Lancaster County, Virginia. It is a remarkable coincidence that these sons all followed in the footsteps of their father and chose a life on the water, while the daughter married a man who was also a mariner.

George T. Powell was united in marriage with Josephine Gray, a daughter of Edward and Zura Gray, the ceremony being performed April 28, 1892. Mrs. Powell is a native of Norfolk County. Two children blessed this union, namely: William T., born in May, 1893; and Susan J., born in June, 1895. The family are somewhat divided in religious opinion, the Captain being a Baptist and his wife a Methodist.

Captain Powell obtained his mental training in the public schools of Mathews County, where he studied diligently during his early youth. Six months after leaving school he began his maritime career, first working in the capacity of cook on small sailing vessels and afterward becoming a mate. When but 17 years old he was the proud owner of a sloop, the "Edwin," then used in oyster fishing, which business Captain Powell filled for a period of eight years. In 1884 he took charge of the pungy known as the "Flying Arrow." About a year later he began steamboating, and worked first on the tug "Kate Cannon" as cook, which position he filled for two years and some months. He subsequently served nine months as mate on the "Sam Johnson," captain of the "Maid of the Mist," and later captain of the "Baby." The following six years were spent in the employ of the Cannon firm on Lambert's Point, as captain, after which he served three years with Captain Fitchett, as mate, and 10 months on the tug "Portsmouth," of the New York, Philadelphia & Norfolk line. For the past five years Captain Powell has been in the employ of the Chesapeake & Ohio line, at Newport News, as captain of several of its vessels, being at the present time in command of the tugboat "Helen," as before mentioned.



Very truly yours
Hugh Gordon Miller

Captain Powell is a member of Atlantic Council, Junior Order of United American Mechanics, and of Harbor No. 9, Association of Masters & Pilots of Steam Vessels of the United States. He affiliates also with Atlantic Lodge, No. 51, I. O. O. F., and Massasoit Tribe, No. 77, I. O. R. M.

HUGH GORDON MILLER, a brilliant young attorney-at-law of Norfolk, Virginia, whose portrait appears on the opposite page, has had a meteoric career in the field of national politics, being well known and frequently entertained in most of the large cities of the United States.

Mr. Miller was born in Norfolk, March 2, 1875, and is a son of M. S. and Fannie Virginia (Harrison) Miller, of North Carolina. His ancestors were Scotch-Irish, and on his mother's side he is descended directly from the Gordon clan of Scotland so celebrated in history. He was a mere youth when he removed to Princess Anne County, Virginia, with his parents, and there resided for several years. He returned to Norfolk in 1882, after taking a course of study under a private instructor. A few years later he entered the law office of George McIntosh and for two years pursued the study of law. While Judge Brooke was on the bench, he appointed Mr. Miller deputy clerk of the courts and assigned him to duty in the Corporation Court, where he was given charge of the court proceedings. Judge Hanckel was elected to succeed Judge Brooke, and Mr. Miller was continued in his old position. March 20, 1896, he was admitted to the bar in Norfolk, and at once resigned the office of deputy clerk of court and entered upon the active practice of his profession, since which time he has been almost constantly engaged in important litigation. As a trial lawyer he has been especially successful. In 1896, he received the nomination of the Reform party, which was then in power, for the office of city attorney, but declined it. At the November term, 1898, he was admitted to practice before the Supreme Court of the United States by special order of the court, being perhaps the youngest advocate who ever appeared before that august tribunal, and in the argument of the Anderson habeas corpus case the United States Supreme Court by unanimous consent extended the usual time allowed an advocate in order that he might conclude his argument in the case. He is also probably the youngest man ever so honored by that body.

Members of the Supreme Court and Department of Justice have since pronounced Mr. Miller's argument on that occasion a notable effort. His reputation as an orator goes beyond local lines, and his name has frequently been mentioned in connection with the Republican nomination for Congress. He has always taken an active part in political affairs, being independent locally and a Republican on national issues. One of Mr. Miller's most notable speeches was made for the Reform element of the "City Administration," at the Academy of Music in Norfolk on April 11, 1900, in a joint debate with Judge East. The speech has since been published in pamphlet form. He stumped the State with Senator Henderson for McKinley and sound money in 1896; also in the Congressional campaign of 1898 and the gubernatorial campaign of 1902. For some time he has been assistant United States attorney, although he keeps his private offices and cares for his general practice, as senior member of the law firm of Miller & Coleman.

Mr. Miller bears a national reputation as an orator since his celebrated tour of the Northern and Eastern cities for McKinley and Roosevelt in 1900. He was recognized as one of the national stars in that campaign, and, besides filling a great many of the most important assignments made by the Republican National Committee spoke jointly on various occasions with Secretary of the Treasury Lyman J. Gage;

Hon. Jacob Gould Schurman of the first Philippine Commission and president of Cornell University; Hon. James M. Beck, 1st assistant attorney general of the United States; Hon. John K. Richards, solicitor general; Hon. Chauncey M. Depew, Hon. Murat Halstead, Mr. Fairchild, and others of national reputation. This extract from the report of Mr. Miller's first appearance in the metropolis of the United States, is taken from the *New York Sun* of October 16, 1900:

"Senator Depew was to have been the chief speaker of the Republican mass meeting at Camp McKinley, 125th street and Seventh avenue, last night. The Senator was called to New Haven at noon, however, and in his place the National Committee sent a young lawyer from Norfolk, Virginia, named Hugh Gordon Miller. It was said the young man was a discovery of United States Senator Scott. No matter who discovered him, he is the real thing in the way of an orator. He stirred up the audience of 8,000 or 10,000 men and women to a pitch of enthusiasm not often seen in political meetings. It reminded one of the reception given to Bourke Cochran's speech when he demolished Bryan in Madison Square Garden four years ago. When the speech was concluded the audience, led by a man with an American flag, surged forward to shake hands with the beardless youth from Virginia. This interfered with the rest of the speaking, and General Greene, who presided, cut it short. The crowd waited until the orator left the tent by the stage entrance in 125th street. There he was almost mobbed. They cheered him and followed him all the way to the elevated station." (Then followed a report of the speech.)

Mr. Miller made 12 speeches in New York City alone, had great audiences always, and was everywhere received with the greatest enthusiasm. The Speakers' Bureau of the National Executive Committee gave Mr. Miller great credit for arousing the overconfident voters in that memorable campaign, especially in the pivotal States of New York and New Jersey. In this, as in the other four campaigns in which Mr. Miller had stumped his native State, he gave his services to his party without charge.

On the 20th of October, 1900, Mr. Miller after a noted speech was carried out of the building down Broadway at Worth street in New York on the shoulders of many of the audience and such Associated Press dispatches as the following have naturally made him celebrated as an orator:

NEW BRUNSWICK, NEW JERSEY, Oct. 28, 1900.

The Republicans of this city are still talking of a remarkable tribute spontaneously paid to an orator who came to this city as an entire stranger last week. He was Hugh Gordon Miller, of Virginia, who is on the staff of speakers of the national committee. Mr. Miller came here to speak at a rally of the Young Men's Republican Club. He is only 25 years old, and many of the spectators stared in surprise when they saw what a stripling he was. The young man's eloquence, however, kept his audience on their feet, and once, after a particularly effective burst, they rushed forward and swarmed over the platform, cheering. At the close of the meeting the members of the Young Men's Club carried the speaker from the hall on their shoulders. The crowd followed his carriage to the hotel and would not be satisfied until he had addressed them again.

Not content with this, the Club lined up several hundred strong in front of the hotel at noon, when Mr. Miller took his departure, unhitched the horses from the barouche and dragged the vehicle to the depot, and was hailed by the throng as the next Governor of Virginia and the future President of the United States.

Mr. Miller was the civil aide from Virginia on the grand marshal's staff at the McKinley Inauguration and enjoyed the friendship of that great statesman. He was one of the representatives of the city of Norfolk at the Nashville Centennial and made a speech for the delegation. Through the appointment of Gov. J. Hoge Tyler, he was a delegate to the great industrial convention at Philadelphia in 1901. He was guest of honor and one of the principal speakers at the great Lincoln Dinner at the Waldorf-Astoria in New York in February, 1901, the speech on that notable occasion being afterward published in book form along with those of Senator Hanna, Senator Depew, Whitelaw Reid and others, and was the princi-

pal speaker of the Middlesex Club in Boston at the Grant Dinner in April, 1901. He was one of the principal speakers at the Editors' & Authors' Convention in Cincinnati, Ohio, in the summer of 1901; was one of the speakers with Governor Shaw and others at the great banquet in Philadelphia in 1901, and also with General Wheeler at the same place in January, 1902; and has been entertained at banquets in most of the large cities of this country. Mr. Miller's latest speech was in reply to the toast of "Lincoln and Lee" a short while ago, with Governor Murphy and General Grosvenor and others as speakers, at the annual banquet of the original Lincoln Association in New Jersey. Mr. Miller's tribute to Lee was eloquent and enthusiastically received everywhere in the North. Mr. Miller has accepted an invitation from the famous Grant Club of Des Moines, Iowa, the most powerful political organization in the West, to be their speaker at the Grant Dinner in April.

Mr. Miller enjoys the confidence of the men who control the affairs of the Nation. It is well known that President McKinley thought very highly of him personally as well as politically, and it is believed he occupies the same relation with President Roosevelt. He has the warm and unqualified endorsement of the national as well as State organization of his party, and has been frequently suggested of late for United States district attorney, and at Washington for assistant attorney general of the United States. Mr. Miller has never been a candidate for any position outside of his profession, in which he stands high in his State.

THURMER HOGGARD, who still maintains the homestead in Princess Anne County, Virginia, established by his great-grandfather in 1670, in which numerous of his ancestors were born, is a true representative of the type of Southern gentleman which predominated in ante-bellum days, famed for courtesy of manner and hospitality in entertainment. He is a gentleman of wide acquaintance and his life has been one of great activity.

The Hoggard family is of English extraction, a Thurmer Hoggard having come from that country to Princess Anne County, Virginia, where he purchased several hundred acres of land about 1670. There he built a large and very substantial house of brick, thought to have been brought from England. The house has since stood and is in an excellent state of preservation; the mortar is yet like stone and there is not a crack in the thick walls. The old fireplace and mantels have since been used and remain in their original state. A large, spacious hall runs through the center of the house, and the ceilings are unusually high. Paintings of the family from an early period down to the present time adorn the walls. Gigantic oaks ornament the yard surrounding this grand old home, and also innumerable pecan trees. Here Thurmer Hoggard lived in a stirring period of colonial days. He purchased more land and engaged in the culture of tobacco, a product which in those days was used as a medium of exchange. The minister was paid in tobacco, and the necessaries of life were purchased with it. Ships came over from England with brick aboard for ballast, and returned laden with tobacco. Thurmer Hoggard lived and died on this old estate. They had the following children: Thurmer, Joseph and Susan, all of whom died young; and Nathaniel, Mary, Susan (2), Diana and Elizabeth, all of whom grew to maturity. Each of the children was left an estate, and Nathaniel, the only living son, inherited the homestead and 500 acres of land. To this he later added, by purchase, about 300 acres on either side, making, all told, 1,000 acres in one body, besides other property owned by him in the county.

Nathaniel Hoggard was a ship-builder and a farmer. He served as an officer in the Revolutionary War, and the sword he carried now adorns the wall of the home in which he was

born and lived. During the war he built two merchant brigs and when the British came they burned them while on the ways and the keels still lie there. The channel of Broad Creek was then about 15 feet deep, while at the present time it is not more than five feet. Mr. Hoggard owned many slaves and engaged in cotton raising on an extensive scale, giving attention also to other produce. He died a middle-aged man. He married Mary Gardner, and their children were as follows: Margaret; Susan; Joseph; Thurmer; John; and Nathaniel.

Thurmer Hoggard, son of Nathaniel and Mary (Gardner) Hoggard, inherited the old homestead, on which he was born about 1785. He assisted his father for a time and was county clerk when the Court House was at Kempsville, and also after its removal to its present situation. He was a vestryman of the Protestant Episcopal Church at the time of his death. He furnished lumber for the Gosport Navy Yard from the forests of Virginia and North Carolina, most of it being hand-hewed. He died in 1835. He married Harriet Harding, by whom he had the following children: Nathaniel; Mary; Harriet; Margaret; and Thurmer, the subject of this biography.

Thurmer Hoggard, son of Thurmer and Harriet (Harding) Hoggard, was born January 14, 1814, in the old home which he inherited upon the death of his father, and in which he has always lived. He owns and conducts a farm of 270 acres of choice land, and has been prominent in the affairs of his community. He served as a magistrate before and after the Confederate War, and was county treasurer one term. He has been a vestryman of the Protestant Episcopal Church since he was 24 years of age, and has in his charge the communion service of solid silver which was used in the first Episcopal service in this vicinity. He uses on his table the silver spoons and plates brought from England by his great-grandfather, and also uses the table, chairs and other furniture, which have been well kept. He has the Episcopal records of the parish, beginning with November 20, 1723. He is possessed of many excellent traits of character and a pleasing personality, and to his many friends his home is always a place of welcome. He married Elizabeth F. Cornick, and they had the following children: Thurmer H.; Horatio C.; Margaret, deceased; Mary; Thomas J.; and Fanny. His wife and helpmeet, who shared the joys and sorrows of his life for so many years, died about 1889. The two daughters and one son, Thurmer H., make their home with their father.

Horatio C. Hoggard was born in 1846 on his father's plantation, and there grew to maturity. He erected a residence adjoining the home of his father, in which he has since lived and carried on agricultural pursuits. At the age of 16 years, with the permission of his father, he enlisted in Company I, 15th Virginia Battalion, and served throughout the war. In 1886 he opened a real-estate office in Norfolk, and later admitted his brother, Thomas J., into partnership, and they dealt extensively in city, suburban and State property until 1901. Then they dissolved partnership, and Mr. Hoggard admitted two of his sons, H. C., Jr., and H. P., the firm name remaining as before. He has also been associated with building and loan associations.

Thomas J. Hoggard, who is engaged in the real estate business in Norfolk, was born on the family homestead in Princess Anne County, Virginia, in 1852. He was reared on the plantation and attended the Norfolk Academy. He then became general yardmaster of the Norfolk & Western Railway, and continued as such for nine years. In 1886 he resigned the position and engaged in the real estate business with Horatio C. Hoggard, a partnership which was dissolved in July, 1901, since which time Thomas J. Hoggard has continued alone. He makes large sales, principally to parties residing outside of the city of Norfolk, although he handles considerable city property.



Jas. T. Reed, M.D.

DR. JAMES TERRELL REDD, whose portrait accompanies this sketch, was born at the old family seat, "Buena Vista," in Henrico County, Virginia, December 31, 1863. Even as a child, he was noted for his intense devotion to study, his power of mental concentration, and his genius for mathematics.

He took his degree of Master of Arts at Richmond College, where he was afterward professor of mathematics for awhile. Feeling that medicine, and more especially surgery, was his vocation, he entered the Medical College of Virginia, where he graduated in 1895 with the highest honors, winning the alumni medal. He also won the prize on surgery and two others out of a possible six, tying on the fifth. He was also offered a professorship in the college. Dr. Upshur, in delivering the medals, said: "In the 59 years this college has been running, it has never before turned out such a man."

Dr. Redd practiced his profession for a short time in Richmond, and then, having a strong predilection for country life, removed to Churchland, Norfolk County, where he has built up a large practice and won the confidence and affection of the community. He is assisted in his work by his brother and partner, Dr. Paul E. Redd, who graduated at the same time from the same medical college, and who married, in 1897, Mattie Livesay of Richmond.

Dr. Redd's father was James Taylor Redd, a civil engineer, and for 35 years county surveyor of Henrico County. He died April 3, 1898, leaving to his children a heritage of honor, integrity and virtue more precious than gold.

The Redds trace their ancestry, in unbroken line to Sir Rufus de Redde, who came to America with Alexander Spottswood, in 1710. In 1741, he discarded his title and was thereafter known as Rufus Redd. He married Governor Spottswood's niece, Caroline Moore, and founded the Redd family in Virginia. Edmund Redd, the grandfather of the subject of this sketch, married Sophia Burton, whose father, Thomas Burton, married Clementina Pleasants. The Pleasants line, a fine old Quaker stock, goes back through five generations to John Pleasants, who came from Norwich, England, in 1668, and took up enormous grants of land at Curl's Neck, on the James River. James Pleasants, an early governor of Virginia, was of this line. Through the female branches, this line also descends from Sir Tarleton Fleming, second son of the Earl of Wigton, who came to Virginia in 1616, landing at Jamestown and settling in New Kent.

Samuel Redd, father of Edmund Redd, above mentioned, married Elizabeth Taylor, whose father, Edmund Taylor, although a mere boy, was a captain in the Revolutionary Army. Edmund Taylor's mother, Anne Lewis, was a daughter of Colonel Charles Lewis, who was mortally wounded while leading the charge at the battle of Point Pleasant. This noted battle, although belonging to "Dunmore's War," was practically the beginning of the Revolution, and the first blow struck for American liberty. Col. Charles Lewis was a younger brother of the famous and stanch old Indian fighter, Gen. Andrew Lewis. Through the female branches, this line is traced unbroken, by the College of Heraldry, through many noble and several royal personages, to King Alfred the Great of England in 849.

Samuel Redd, father of Samuel Redd, before-mentioned, married Lucy Rogers, a granddaughter of Col. William Byrd of Westover. Lucy Rogers' father, Col. John Rogers, was an officer in the Continental Army, and with his nephew, John Rogers Clarke, on the famous Lewis and Clarke expedition. This Col. John Rogers, when a youth, was captured by the Indians, who tortured him, partially scalping him and tearing out his finger nails. He finally escaped, and after marvelous feats of bravery and endurance succeeded in making his way through the wilderness to the white settlements. Colonel Rogers' father was Giles

Rogers, a grandson of the martyr, Rogers, who met death unflinchingly at the stake for his faith's sake, and his mother was Rachel Eastman.

Dr. Redd's mother was Sally A. Johnson, an only child of Achilles Douglas Johnson and Lucy Terrell, his wife. Achilles Douglas Johnson was a wealthy tobacconist of Lynchburg, Virginia, and Cincinnati, Ohio. His parents were Newby Johnson and Sally Douglas, a direct descendant of the Scottish "Black Douglas," Earl of Angus. Sally Douglas' father was William Douglas, and her mother was a Miss Lynch, of the celebrated Irish family.

Lucy Terrell was the daughter of Joseph Terrell, born in 1777; son of Thomas Terrell, born in 1727; son of Henry, born in 1700; son of David, born in 1670; son of William, born in England, in 1635. David Terrell received immense grants of land in Caroline County, Virginia, from King George I. It is worthy of note that these lands, as also the old parchment charter for them, signed with the royal seal and the King's signature, remain in the possession of the descendants of David Terrell to this day.

Dr. James Terrell Redd has five brothers, viz.: Edmund Douglas, a civil engineer, of Richmond, Virginia; Thomas Crawford, also a civil engineer, of Richmond, Virginia; William Pleasants, a real estate dealer, of Richmond, Virginia; Paul Eustace, who is associated with the subject hereof in the practice of medicine at Churchland, Norfolk County; and Junius Adolph, draughtsman in the construction department of the Newport News shipyard. Dr. Redd has also one sister, Lucy, who married William L. Wise, son of William F. Wise, residing at Poplar Hill, Churchland, Norfolk County.

The ancient heraldic coat of arms of the Redd, or de Reddes, is a shield, argent, within a bordure engrailed, gules; two chevrons, azure; supported by two leopards, regardant. The crest is a wild boar's head, couped, erect; and the motto, "Sans Peur" (without fear). The subject of this sketch is a member of the Masonic and Knights of Pythias fraternities.

CAPT. WILLIAM S. FITCHETT, who has commanded various tugs of the Chesapeake & Ohio line, at the present time on the "Helen," plying in and around Newport News, Norfolk and Cape Henry, has followed the life of a sailor for a period of 20 years, and is an able seaman. Like his parents, he is a native of Mathews County, Virginia, where his birth occurred November 15, 1864. He is a son of Herod and Nancy (Callis) Fitchett. His father was a carpenter by trade, and died in June, 1891, being 68 years old at the time of his demise. He was an ardent Democrat. His wife died in November, 1864, when William S. was but three days old, he being the youngest of 10 children, namely: Mary; Kittie; Susan; Lizzie; Chastina; John; George; Thomas; Eliza; and William S. Kittie and Susan are still residents of Mathews County, the former being Mrs. Andrew Armistead and the latter Mrs. George Hudgins. Chastina and Eliza are residents of Baltimore, Maryland,—the former being Mrs. John Adams,—and John is a tinner of the same city. George and Thomas are prosperous farmers of Mathews County, Virginia.

On May 20, 1891, Captain Fitchett was joined in matrimony with Maggie Hundley, a daughter of William J. and Ann Hundley, and a native of Norfolk, Virginia, where her birth took place in May, 1870. The Captain and his estimable wife have a family of five children, viz.: William H., born December 21, 1892; Irene, born June 29, 1894; Margaret, born September 29, 1896; Annie, born April 11, 1898; and Sadie, born August 10, 1900. The family attend the Memorial Methodist Episcopal Church, South, of Atlantic City Ward, Norfolk.



FRANCIS M. MORGAN, M. D.

Captain Fitchett had the advantages of a public school training, and immediately after leaving school became a sailor, making all ports from Norfolk to Baltimore. He was subsequently employed on fishing steamers for the following five years, and touched all points from Baltimore to Cape Lookout and along the coast of North Carolina. He next worked in the capacity of deck-hand, between Norfolk and Cape Charles, on the New York, Philadelphia & Norfolk line, for two years, and afterward served as mate on the same line. In 1893 he was promoted to be captain on the tug "Philadelphia," and served thus for two years. He was captain of the "Norfolk" for three years, and of the "Portsmouth" for two and a half years. He then severed his connection with that line and entered the employ of the Chesapeake & Ohio line, on which he has served three years, as captain of various tugboats. Captain Fitchett is a faithful officer.

In politics he is a Democrat, and socially he is a member of Brambleton Lodge, No. 56, K. of P.; and Norfolk Lodge, No. 1, A. F. & A. M.

JOHN T. STEELE, the efficient general manager of, and correspondent for, the *Virginian-Pilot*,—Berkley Bureau,—is a popular young man of Berkley, Virginia, and works with untiring energy and zeal in furthering the interests of the bright, newsy paper, whose interests are so closely identified with his own. Mr. Steele was born in Gatesville, North Carolina, in August, 1873, and is a son of Edward and Elizabeth Steele, both natives of North Carolina, and still living in Berkley, Virginia. They had 10 children, as follows: John T., the subject of this biography; James; Martha; William; Charles; Milton, who is deceased; Luther; Henry; Eugene; and Harry.

John T. Steele attended the public schools of his native place and acquired what education was there possible. He subsequently entered the Suffolk Collegiate Military Institute, and afterward attended Berkley Military Institute. He then commenced life's struggle by beginning newspaper work. His talent in that direction was soon recognized, and he was given the position of general manager of, and correspondent for, the *Virginian-Pilot* of Norfolk at Berkley, which place he still retains.

In fraternal circles Mr. Steele is a member of the Knights of the Maccabees, Chesapeake Tent, No. 11, and of Berkley Lodge No. 48, K. of P. His political opinions are in favor of the Democratic party. He belongs to the Main Street Christian Church. He is a member of the Board of Trade and Business Men's Association of Norfolk.

Mr. Steele is looked upon as a rising young man, being ever ready to support all measures that tend toward the advancement and prosperity of Berkley.

FRANCIS M. MORGAN, M. D., a well-known physician of Berkley, who commands a large practice in the city and the immediate vicinity, was born in Currituck County, North Carolina, in 1846.

Dr. Morgan received his preliminary education in some of the best schools of the State of North Carolina, after which he took a course of study in the medical department of the University of Virginia, from which he was graduated in 1869 with the degree of M. D. He returned to his native county and began the active practice of medicine. From the first he achieved success as a physician, and his reputation spread beyond the limits of Currituck County. In 1888 he removed to Berkley and in a short time established a large practice, which he has continued to enjoy. During his residence in Virginia, he has been coroner and county and city health officer. During the epidemic of smallpox in Berkley, in 1899, he labored incessantly for the suppression of this terrible

disease, and much is due him for his success along this line. Dr. Morgan is a member of the Seaboard Medical Association of North Carolina and Virginia. He is medical examiner for the Hartford Life Insurance Company. Fraternally he takes great interest in the Benevolent and Protective Order of Elks, of which he is a prominent member. He is also a member of the Knights of Pythias. Dr. Morgan is a Democrat of the old school, and takes great interest in the affairs of State and county. He stands well in the medical profession of Norfolk County, and is one of the most progressive citizens of Berkley. Dr. Morgan's portrait accompanies this sketch.

JOSIAH McCOY WILLIAMSON, an influential farmer living one and a half miles north of Great Bridge, Norfolk County, Virginia, was born in Portsmouth, December 20, 1836. He is a son of Caleb Williamson, and grandson of Henry Williamson. The Williamson family is of Scotch and English descent. Henry Williamson was born in Norfolk County, and his son, Caleb, was also a native of that county. Caleb Williamson married Martha McCoy, who was born in Norfolk County, and to them were born 10 sons and two daughters, namely: Elton, who served in the war between the States; Henry, who also served in that war; Josiah McC.; William and Thomas, twins, of whom the former was in the signal service, and the latter in Company E, 61st Regiment, Virginia Infantry; Rufus; Isaac; Austin; and two sons who died in infancy, as did the two daughters.

Josiah McCoy Williamson, while the war was in progress, was at sea on a merchant vessel trading between Europe and the West Indies. He followed the sea for 12 years. Since then he has followed the occupation of a farmer, and his knowledge of agricultural matters is very thorough. He is considered one of the best farmers in the vicinity of Great Bridge. He now owns 160 acres of finely improved land near Great Bridge, in which town he is very well known.

Mr. Williamson married Della Williamson, who was born in Norfolk County. They have one son, Carroll, who married Ludie Etheridge, and conducts a general merchandise store at Great Bridge. Our subject is a Democrat in politics. He is a member of the Oak Grove Methodist Episcopal Church, South, in which he is an active worker.

S. W. GARY, who has served as superintendent and collector of the Dismal Swamp Canal for the past 35 years, is a prominent resident of Deep Creek, Norfolk County, Virginia, where he was born December 24, 1839.

Benjamin A. Gary, his father, was born in Prince George County, Virginia, in 1805, and removed to Norfolk County in 1837, locating at Deep Creek, where he was engaged as teacher and followed a mechanical trade. He married Rebecca L. Weston, who was born in Deep Creek, in 1809, and they reared two children, namely: Sterling W. and S. W.

S. W. Gary enlisted in the Confederate Army, on April 20, 1861, as a member of the 3rd Regiment, Virginia Infantry, Pickett's Division. He participated in the battles of Yorktown, Williamsburg, Seven Pines, Malvern Hill and Harper's Ferry. He was in the Maryland campaign, and Gettysburg, and was then taken prisoner, and incarcerated from July 3, 1863, to July, 1865. During this time he suffered much from deprivation, subsisting for 84 days on cornmeal and pickles. He was released in 1865, and in 1866 returned to Deep Creek, where he has since resided. He was made superintendent and collector of the Dismal Swamp Canal, and has since served in that capacity.

Mr. Gary was united in marriage with



JOHN W. RUTTER.

Mary R. Weston, in 1867. She died in 1880, leaving one son, H. Wentworth. Fraternally, he belongs to the Masons, Elks, Knights of Pythias, Odd Fellows and other orders. He is a Democrat in politics. Religiously, he is a member of the Methodist Episcopal Church, South.

JOHN W. RUTTER, whose portrait appears on the opposite page, has been prominent in the affairs of Portsmouth and of Norfolk County, Virginia, since the Confederate War, and has served in various capacities of official trust. He was born in Currituck County, North Carolina, and is a son of Alfred Rutter, whose land was in North Carolina, but adjoined Virginia.

John W. Rutter's grandfather, Rev. Jeremiah Rutter, a Baptist minister, was born at Deep Creek and was of Scotch descent. Rev. Jeremiah Rutter was one of the founders of the Court Street Baptist Church, and also preached at Churchland.

Alfred Rutter, our subject's father, was born at Deep Creek in 1794 and was reared there. In early life he was overseer for Weston, and was a farmer and magistrate until his death in 1857. By his first marriage Alfred Rutter had three children, as follows: Lydia, deceased; James Alfred, who was a member of Major Etheredge's company, 41st Regiment, Virginia Infantry, was wounded at the Crater, near Petersburg, returned home after Lee surrendered, and died in 1884; and Barney, who was born about 1833, and is a ship-carpenter by trade. Mr. Rutter formed a second matrimonial alliance, wedding Chloe Drake, who was reared in Virginia, and died in 1884, having given birth to the following children: Martha, deceased; Chloe, who resides in North Carolina; John W., the subject of this sketch; Cornelius, deceased; Benjamin and Joseph, twins, both deceased; and Melissa, deceased.

John W. Rutter was reared in North Carolina until 1861, living with his widowed mother. Being a union man in his views, he left home for Washington in 1861, and joined Company H, 16th Regiment, West Virginia Volunteer Infantry, as a private. In the summer of 1863 he was transferred to the quartermaster's department and served until the spring of 1864, when he was honorably discharged. He then worked in the Norfolk Navy Yard as assistant weigher and wood inspector. He held various positions in the Navy Yard, and there learned the block-maker's trade. He continued at this until 1870 when he was appointed Deputy United States Marshal. He afterward returned to the Navy Yard as a special laborer in the block-maker's department, and remained there until appointed quarterman of laborers in the Bureau of Yards and Docks. In November, 1873, he left and engaged in mercantile pursuits, which he has since followed, his establishment being located at Nos. 1010-1012 South street. He took the United States Census in his district in 1870, 1880 and 1890, and discharged the duties of that position in a most satisfactory manner. He was appointed on the School Board of Norfolk County, Western Branch, and served about 10 years. In addition to his mercantile business he has served as clerk of the district and county school boards. He was appointed at notary public and has served as such under four governors. He served as magistrate at Portsmouth from 1885 to 1899. He has also been land assessor of the district and commissioner of revenue for the First District of Norfolk County, embracing three townships. For four years he was deputy treasurer of Norfolk County. He has a complete record of all his acts as a notary and magistrate.

Mr. Rutter was united in marriage with Esther Elizabeth Parker, who was born in Perquimans County, North Carolina, in 1842, and was a child when her parents moved to Portsmouth. They have had the following children: Nealie, deceased, who was the wife of a Mr. Cutler; Norman Whitfield, who is a ship-joiner

in the Norfolk Navy Yard; Arthur John, who attended William and Mary College, taught school for a period of six years, and is now with the Old Dominion Steamship Company; Willie H., who is a clerk; Lena May (Casteen), of Portsmouth; and Cyrus Clifton, deceased. Religiously Mr. Rutter is a member of the South Street Baptist Church. He has been a Mason since 1866, is a member of the Knights Templar, Scottish Rite, Mystic Shrine; is past master, past high priest, and at the present time, secretary, of Portsmouth Naval Lodge, No. 100, A. F. & A. M.; and recorder of Portsmouth Commandery, No. 5, K. T. He is an A. P. A., and an honorary member of Junior Order of United American Mechanics. He was formerly a member of the I. O. O. F. He has been a member of the Grand Army of the Republic since its inception in 1866, and has served therein in nearly all capacities. He is past department commander, and has many badges in token of services rendered. He has a badge of solid gold presented to him by the Department of North Carolina, G. A. R. He also served on the staff of Colonel Albert D. Shaw, commander-in-chief of the G. A. R.

THOMAS MORRISON, a prominent farmer residing near Berkley, in Norfolk County, Virginia, was born in New Jersey, in December, 1834. He is a son of Andrew Morrison, who was born in New Jersey, and was a farmer by occupation. Andrew Morrison married Mary Martin of Pennsylvania, and they reared the following children: Thomas, the subject of this sketch; Andrew; Robert; Anna; and Harriet.

Thomas Morrison located in Norfolk when he was 18 years old, and has lived in Norfolk County since that time. He worked for Richard Cox, the "King of Truckers," for nine years, at the end of which time he located on a farm near his present place, in Washington district. In 1892, he purchased the land on which he now lives, and which consists of 26 acres. This land he keeps in a splendid state of cultivation, giving his constant attention to the work. He is thoroughly conversant with agricultural matters, and is one of the best farmers of Norfolk County.

Mr. Morrison married Fanny Cotton, who was born in Virginia. They have one child, John R., who is also a farmer and lives near his parents. Mr. Morrison enlisted in 1861, in the 41st Regiment, Virginia Infantry, and served in the army two years. He is a Democrat in politics. Religiously, he belongs to the Christian Church.

THOMAS A. SMOTHERS, who is postmaster at Lambert's Point, Norfolk County, Virginia, and is also engaged in the drug business in that village, was born in Chesapeake County, Virginia, near Petersburg, August 21, 1871. He is a son of George W. and Mary E. (Watson) Smothers.

George W. Smothers was a native of North Carolina, and was born in 1841. He died August 31, 1891. He was a railroad man and came to Norfolk in 1886. He married Mary E. Watson, who was born in Petersburg, Virginia, in 1861, and died January 14, 1892. They reared two children, namely: Mary E., who married a Mr. Moore, and Thomas A., the subject of this sketch.

Thomas A. Smothers received his mental training in his native county, and later entered the drug business in Chesapeake County, where he remained two years. He settled in Norfolk County in 1887, and established a drug business at Lambert's Point, where he has since continued. He carries a full line of drugs, cigars and tobacco, and has a large patronage. He was appointed postmaster January 6, 1895, which position he still retains to the entire satisfaction of all. Mr. Smothers is a con-

scientious business man, is possessed of thrift and integrity, and is highly esteemed in the community. He has a thorough understanding of drugs, and much confidence is placed in his ability as a chemist.

Mr. Smothers married, in September, 1894, Minnie A. Friary, who was born November 15, 1870. They have two children,—Thomas A.; and Mary E. The family attends the Catholic Church. Politically Mr. Smothers is a Republican.

HENRY B. ETHEREDGE, a well-known resident of Great Bridge, Norfolk County, Virginia, was born in this county August 18, 1867, and is a son of William H. Etheredge, grandson of Henry Etheredge, and great-grandson of Henry Etheridge, the elder.

Henry Etheredge, the great-grandfather, was born in Scotland and came to this country at an early day. He fought in the Revolutionary War and the War of 1812. He located in Norfolk County and lived here until his death. His son, Henry, was born in Norfolk County in 1790. He married Martha Butt, and they reared three children,—Rebecca, Carson and William H.

William H. Etheredge was born in Norfolk County, Virginia, July 27, 1820, and in 1829 located in the city of Norfolk. He learned the trade of a blacksmith, which he followed many years. At the age of 21 years, he built a shop within two miles of Great Bridge, which he operated until 1841. He then built a shop on his present farm near Great Bridge, and there carried on his business until 1861. He then enlisted in the 41st Regiment, Virginia Infantry, as captain of Company F, a volunteer company of 60 men, of which he was commissioned captain by Governor Letcher of Virginia. They first went into camp at the old Marine Hospital in Berkley, and in May, moved to the Navy Yard, under command of Commodore Forrest. Here he had 100 men in his company, and took charge of the Navy Yard, helping during that time, to put the "Merrimac" in dry dock. He remained there nine months, in that time guarding the "Merrimac," and then took his company to Sewell's Point, to rejoin his regiment. He saw service in the battles of Seven Pines, Fredericksburg, Salem Church, Gettysburg and Cherryvale. He was promoted to the rank of major, after the battle of Malvern Hill, August 18, 1862, and was in command of the regiment during the battle of Williamsburg. At the close of the war, in 1865, he returned home and located on his present farm. In 1843, he married Sarah A. Carson, who was born in Norfolk County in 1828, and they became parents of the following children: Lillian, deceased; Ella; Luther; Linnæus; Lelia; Mellis; William T.; Henry B.; and Martha R.

Henry B. Etheredge was reared in Norfolk County, and then, for four years, resided in Norfolk, where he was engaged as a clerk. Then, in 1891, after farming for two years, he entered the employ of the Albermarle & Chesapeake Canal Company, and for three years served as keeper and timber inspector. Since January, 1901, he has been collector, and has ably discharged the duties of that position.

Mr. Etheredge was united in marriage with Leila V. Stout, who was born near Great Bridge, Norfolk County, and they have two sons,—Carson S. and Forrest. Politically, Mr. Etheredge is a Democrat. In religious attachment he is a member of the Oak Grove Methodist Episcopal Church, South.

JAMES T. MILLER, a successful farmer living at Lambert's Point, Norfolk County, Virginia, was born in Norfolk County, February 10, 1859. He is a son of Cato Miller.

Cato Miller was born in Norfolk County, and was reared on a farm. He has followed

the occupation of a farmer all his life, and is still living at the age of 69 years. He married Sarah Vanderberry, who is also a native of Norfolk County. They have reared five children, namely: Emma, who married Henry Cooper; Isaac W.; James T., the subject of this sketch; C. F.; and Addie L., who married Henry Robertson. All of the children reside at Lambert's Point.

James T. Miller has farmed all his life, with the exception of one year spent in the commission business in New York. His farm contains 30 acres of finely improved land, and is the old H. J. Lambert homestead. Mr. Miller has had much experience in farming and is a thoroughly competent manager.

He married Ora Smith, who is also a native of Lambert's Point. It is a singular fact that both Mr. and Mrs. Miller were born in the same house. Mrs. Miller is a daughter of John W. Smith. The subject of this sketch and his wife have two children,—James T., Jr., and Goldie. The family are members of the Methodist Episcopal Church, South. Politically, Mr. Miller is a Republican.

WILLIS HUTCHINGS is the efficient principal of the public schools at Lambert's Point, Norfolk County, Virginia. He was born in Norfolk County, March 18, 1860, and is a son of Joseph and Caroline (Sawyer) Hutchings.

Joseph Hutchings was born in North Carolina, June 28, 1821, and died December 5, 1899. He was a farmer by occupation, and settled in Norfolk County in 1849, where he remained until his death. He married Caroline Sawyer, who was born in North Carolina, September 3, 1827, and died August 31, 1894. They reared the following children: Adelia H., who married Felix Jennings, and afterward Mr. Hodges; Joseph, Jr.; Willis, the subject of this sketch; and Luther.

After attending the public schools in his native county, Willis Hutchings took a course in North Carolina College, and later went to Richmond, Virginia, and there attended Richmond College. He then spent two years at a Baptist theological seminary at Louisville, Kentucky, which he left in 1885. He then began to teach school in Norfolk County, and also spent some time in the county clerk's office in Portsmouth. For eight years, he served as deputy treasurer of Norfolk County. In 1899, Mr. Hutchings took charge of the schools at Lambert's Point. There were then but two teachers there, and there are now five. Two hundred and fifty pupils are enrolled. Mr. Hutchings has served as principal of these schools with much ability, and to the entire satisfaction of all, and he is looked upon as a man of high capacity and scholarly attainments.

He was married January 21, 1885, to Fannie Creekmur, who was born in Norfolk County. They reared the following children: Roberta; Pauline; and Raymond. Mrs. Hutchings died in 1892. On January 20, 1900, Mr. Hutchings married Leona Ricketts, who was born in Kentucky. In politics, Mr. Hutchings is a Democrat. He is a member of the Masonic order, and of the Odd Fellows. He is an active worker in the Baptist Church, and has done considerable preaching in a number of towns and villages.

WILLIAM I. CONOVER, who is a truck farmer in Norfolk County, Virginia, located at Edgewater, is one of the influential residents of of the county. He was born in Monmouth County, New Jersey, and is a son of John and Mary (Schenck) Conover.

John Conover was born in 1835, and died in 1869, at the age of 34 years. He was reared in Monmouth County, New Jersey, and was by occupation a farmer. He married Mary



HENRY B. WILKINS



RESIDENCE OF HENRY B. WILKINS.

Schenck, a daughter of John C. Schenck, formerly a well-known farmer of Monmouth County, who is deceased. Mrs. Conover is still living, at the age of 68 years. She has had five children, namely: John and Peter S., twins, both living in New Jersey; Charles, who is in business in Cincinnati; Derua, who died in infancy; and William I., the subject of this sketch.

William I. Conover attended school two years at the Peddie Institute, Hightstown, New Jersey, and in 1869 removed to Norfolk County. He finished his schooling at Lambert's Point, and later took up his present occupation,—that of truck farming. He has one of the most beautiful homes in this section of the county. It is situated on the bank of the Elizabeth River, and each day many vessels are to be seen passing the premises. Mr. Conover has always been successful in farming, and has found a ready market for all the products of his land.

He married Ella Rue, a daughter of Matthew P. Rue. She was born in Monmouth County, New Jersey. They have one son,—John W.,—who is a student of Washington and Lee University at Lexington, Virginia. In politics, Mr. Conover is a Republican. He attends the Presbyterian Church. He is well known and highly respected in Norfolk County.

HENRY B. WILKINS, dealer in coal and wood at No. 1213 Washington street, Portsmouth, Norfolk County, Virginia, was reared on a farm, and at the age of 22 years settled in Portsmouth. He became clerk for the banking house of Bain & Brother, and remained in their employ 11 years. In 1885 he engaged in business for himself, opening a wood and coal establishment at his present location. He has given his constant attention to this business since 1887, and has met with good success. He employs several people to assist him and conducts a large business in Portsmouth and vicinity. Honest and upright in his dealings, he has made many friends, who patronize him liberally.

Mr. Wilkins married Sarah L. Reed, of Baltimore, Maryland, and to them have been born four children, namely: Samuel, deceased, and Eva, Reed and Arthur, who are at home. Mr. Wilkins is a Democrat in politics, and, although he has not given much of his time to political matters, he served four years as a member of the City Council of Portsmouth.

He is a member of the Royal Arcanum. Religiously he is a member of the South Street Baptist Church. A portrait of Mr. Wilkins and a view of his home appear on a preceding page.

DR. CHARLES WILSON DOUGHTIE. This gentleman is a well-known physician of Norfolk County, Virginia, and is located at Lambert's Point. He was born in Nansemond County, Virginia, February 20, 1876, and is a son of H. S. Doughtie, and grandson of W. H. Doughtie.

H. S. Doughtie was a farmer by occupation. He married Sarah J. Norfleet, also a native of Nansemond County, Virginia, and a daughter of John A. Norfleet. They reared one child, Charles Wilson, the subject of this sketch.

Charles Wilson Doughtie attended the schools of his native county, and also the Suffolk Military Academy. Later, he entered the Medical College of Virginia, at Richmond, from which he was graduated in 1898. He began the practice of medicine in Nansemond County, whence he removed to Lambert's Point. He has been associated with Dr. Herbert R. Drewry, another well-known physician of Lambert's Point. Dr. Doughtie is a physician and surgeon of great ability, and has been recognized as such in Norfolk County. He has a very large practice, and gives much of his

time to medical societies, of several of which he is a prominent member.

Dr. Doughtie was married, November 21, 1900, to Florence M. Willis, a native of Richmond, Virginia. He is surgeon for the Norfolk & Western Railway Company, and is one of the staff of Hospital St. Vincent de Paul. He is a member of the Board of Health of Norfolk County, of the Virginia State Medical Society, the Norfolk Medical Society, and the American Medical Association. Fraternally, he is a member of the Knights of Pythias, Red Men, Elks and the Masonic order. Religiously, he is a member of the Methodist Episcopal Church, South.

M. W. DENNIS, a highly respected farmer living in Norfolk County, Virginia, is a native of this county, where he was born September 22, 1834. He is a son of M. and Mary (Dennis) Dennis.

The father of M. W. Dennis was a farmer and settled in Norfolk County when he was 50 years of age. His death occurred in 1898. He married Mary Dennis, a daughter of A. Dennis, who was born in Virginia. They reared seven children, of whom those living are as follows: M. W., whose name heads this sketch; Samuel; Mary, who married a Mr. Harrison; and Leigh, who married a Mr. Smith.

M. W. Dennis was reared in West Norfolk, and he has followed the occupation of a farmer all his life. He owns 100 acres of fine trucking land, which is kept under a splendid state of cultivation, and his farm is considered one of the best in Norfolk County.

Mr. Dennis was married in 1857 to Elizabeth F. Love, a native of Norfolk County. They have been blessed with 14 children, of whom those living are as follows: Lulie J.; Julia J.; John E.; Willie H.; Fannie L.; Roland; Maurice W.; and Claude. Mr. Dennis enlisted in the Confederate Army in March, 1861, and saw much hard service along the James River. He was discharged on account of sickness.

Fraternally, he is a member of the Knights of Pythias. In politics, he is a Democrat. He is a member of the Baptist Church. There is no more enterprising citizen of Norfolk County than Mr. Dennis, and he has a host of friends in that county.

DR. HERBERT R. DREWRY, a well-known physician of Lambert's Point, Norfolk County, Virginia, was born in Southampton, Virginia. He is a son of E. A. and Laura S. (Roney) Drewry.

E. A. Drewry was a native of Southampton, Virginia. He married Laura S. Roney, a native of Dinwiddie County, Virginia, and they reared the following children: Emmett, deceased; Mary; and Herbert R., the subject of this biography. Mr. Drewry married, secondly, Alta S. Booth, who was born in Petersburg, Virginia. They have two children, namely: Patrick H. and Hunter L.

After finishing his primary education, Herbert R. Drewry attended the McCabe Academy, in Petersburg, and then entered the Virginia Military Institute, after which he was engaged in the feed business for one year and a half. He was connected with the Hotel Exchange of Richmond for 10 years, during which period he attended the Richmond Medical College. He was graduated from that institution in 1895, and after practicing medicine in Richmond six months located in Norfolk. In 1896, he settled at Lambert's Point, where he has since resided, being associated in practice with Dr. Charles Wilson Doughtie.

Dr. Drewry is one of the best physicians of Norfolk County, and has a large and lucrative practice. He has a perfect understanding of the science of medicine and surgery, and is

always interested in any new methods, which are likely to be of assistance to him in his profession. He easily wins the confidence of those who are associated with him, either professionally or socially, and is highly respected for his many admirable traits of character.

Dr. Drewry is a member of the Norfolk Medical Society, the Seaboard Medical Association, and the Virginia State Medical Society. Fraternally, he is a member of the following lodges: Masonic; Odd Fellows; Maccabees; Elks; K. A. M. O.; and Red Men. He attends the Prostestant Episcopal Church. Dr. Drewry stands very high in the community.

AUBREY L. CHILDRESS, who carries on a general trucking business, is living on his farm of 187 acres in Norfolk County, Virginia, near Ocean View. He was born in Appomattox County, Virginia, January 23, 1867, and is a son of T. C. Childress, who was also a native of Virginia.

T. C. Childress was a farmer by occupation, and a soldier in the Confederate War. He married Jane R. Webb, a native of Virginia, and they reared six children, of whom those living are as follows: Charles E.; Thomas W.; Alice B.; and Aubrey L., the subject of this sketch.

Aubrey L. Childress received his mental training in Richmond, and spent his early life in and about that city. He settled in Norfolk County in 1885, locating on the farm where he has since lived. He owns 187 acres of land, but cultivates only 127 acres. He carries on a general trucking business, in which he has met with much success. He has always been deeply interested in agricultural matters, and is possessed of much practical knowledge in that line. He tries to keep abreast with the times in affairs that concern his business, and takes advantage of all new methods introduced to assist those engaged in the trucking business.

Mr. Childress married Mrs. Elizabeth S. Fisher, a native of Norfolk County. She had three children by her previous marriage with L. J. Fisher, namely: Eddie T.; Emma V.; and Grace E. L. J. Fisher was a prominent man in this community. He served in the Confederate War as a member of Company C, 15th Regiment, Virginia Cavalry, Army of Northern Virginia, and was with his command all the time except 12 days when sick. He participated in all the engagements of his company and was once wounded slightly. He was elected a member of Pickett-Buchanan Camp, February 25, 1884. After the war he settled on the place where Mr. Childress resides, and by diligence and economy was able to leave to his family the snug sum of about $60,000, invested in real estate. He died January 15, 1890. Mr. Childress and his wife have one child,—Tillman C., who was born in 1891.

The subject of this sketch is a member of the Elks. Politically, he casts his vote with the Democratic party. He is a Baptist in religious views. Mr. Childress stands high in the community, where he is well known for his many admirable traits of character.

WILLIAM J. LAND, one of the prominent farmers of Norfolk County, Virginia, was born near Ocean View, on Tanner's Creek, October 12, 1851. He is a son of H. Land, also a native of Virginia.

H. Land was a farmer and spent most of his life in Virginia. He married Mary Ellis, a native of Norfolk County, and a daughter of William Ellis. They reared four children, namely: William J., the subject of this sketch; Rittie, who married a Mr. Bunter; Sarah, wife of K. Q. Backus; and Peter S.

William J. Land, whose name opens these lines, attended a private school and was reared on his father's farm, where he learned much about agricultural matters. When he grew to

manhood he also took up this occupation, and has successfully followed it since that time. He has 167 acres of land in Norfolk County, about 115 acres of which he cultivates. He also raises oysters on his farm, which he markets. He takes a deep interest in the progress made by other farmers in the community, and always lends his assistance to any worthy enterprise. He is possessed of much thrift and energy, and is upright in character and honest with all men.

In 1879, Mr. Land married Henrietta Butt, who died in 1880. In 1885, he married Maggie Bunting, a native of Norfolk County, and a daughter of George Bunting. They have four children, namely: Minnie, who married E. G. Harrison; Everett; Neva; and Mary. The subject of this sketch is a Democrat in politics. He is a member of the Knights of Pythias, and is a member of the Methodist Episcopal Church, South. He is very well known in Norfolk County, where he is highly esteemed for his good qualities.

JOHN S. WRIGHT, JR., general manager of the Churchland Manufacturing Company, has filled that position of trust since 1899, and stands among the foremost citizens of Norfolk County, Virginia. The company with which he is connected is based on Norfolk County capital, with W. B. Carney as president, and manufactures barrels, crates and baskets, the first-named product having been patented by Mr. Wright in 1899. The plant covers about 6½ acres of land and consists of five buildings, and furnishes employment to one hundred men. The daily output is estimated to be 3,000 barrels and 5,000 baskets, which find a ready market.

Mr. Wright is a native of the same county of which he is a resident, his birth having occurred May 18, 1857. He is a son of John S. Wright, Sr., and Julia Wells, his wife, and grandson of James Wright, who was a Virginian by birth, as was also the father of the subject hereof, who was born February 22, 1824.

John S. Wright, Sr., was a prominent man in his day. He had the advantage of a good education, having attended Richmond College, and finished his scholastic training in New York. At the early age of 21 years he purchased a farm on the Western Branch of the Elizabeth River, and was engaged in agricultural pursuits during the remainder of his life, although he followed mercantile pursuits for some years, in connection with farming. He was a believer in the principles of the Democratic party, and in his religious life was a member of the Baptist Church for 50 years, and served for some time as a deacon. He departed this life May 15, 1897, and was mourned by many friends. His wife was a native of North Carolina, where her birth occurred in November, 1826. She had six children as follows: James W.; John S., Jr., the subject of this biography; Mary F.; Julia W.; Stephen R. and Bettie W.

John S. Wright, Jr., derived his education from the Churchland Academy (Virginia), and the Polytechnic College, of Blacksburg, Virginia. Upon completing his studies, he entered active life as a farmer and continued in that occupation for many years, until he entered upon the responsibilities of his present position as general manager of the Churchland Manufacturing Company. This he fills with such diligence and ability as to place him high in the estimation of his colaborers.

Mr. Wright has been twice married, the first ceremony having taken place in December, 1882, when he was united in marriage with Mary E. Wilkins, who was born in Northampton County, Virginia. This union resulted in one child, John L., born in 1890. In October of the following year Mr. Wright was called upon to mourn the death of his beloved companion. In August, 1899, Mr. Wright was united in marriage with Annie E. Williams, who is a native of Petersburg, Virginia.



JOHN B. WHITEHEAD

In political action, Mr. Wright is a zealous supporter of the Democratic party. In religious attachment, he is a member of the Baptist Church. Fraternally, he belongs to the K. of P.

JOHN B. WHITEHEAD, a representative citizen of Norfolk, whose portrait is herewith presented, was born in the house where he now resides in that city, November 3, 1822. He pursued his studies in Elizabethtown, New Jersey, and at Coleman's school in Caroline County, Virginia.

Nathan C. Whitehead, the father of John B., was born in Southampton County, Virginia, in 1792, and was a graduate of the old Pennsylvania Medical College. He practiced medicine in Norfolk with success and finally gave up the profession to accept the presidency of the Farmers' Bank, which responsible position he held for 27 years until his death, in 1856. He was a magistrate in Norfolk for 38 years, and during the scourge of yellow fever, upon the death of the mayor, took charge of the city. He was married in 1817 to Lillian Blair McPherson, who bore him several children, of whom the following five lived to maturity: Elizabeth, deceased in 1855; John B., the subject of this sketch; Cornelia G., deceased wife of Henry Irvin, of Maryland; William C., who died in January, 1857; and Mary Elizabeth, deceased wife of Lieut. Carter Braxton Poindexter, of the United States Navy, and later, of the Confederate States Navy.

The grandfather of Mr. Whitehead was William Whitehead, a native of Southampton County, Virginia, and a farmer throughout his life.

John B. Whitehead served as president of the Common Council of Norfolk for many years, and was mayor from 1870 to 1872, and again from 1874 to 1876. He was for a time president of both the Exchange National and Franklin Banks, president of the Baker Salvage Company and of the Dismal Swamp Canal Company; he was president and principal owner of the Norfolk City Railway, from 1874 until 1887. Mr. Whitehead is, and has been for many years, engaged in the real estate business.

He was married in 1843 to Emily Arnold Herman, a daughter of Henry Herman, and their union was blessed with several children, of whom those surviving are: Henry C.; Emily, wife of Washington Taylor; and Lily B., wife of W. T. Walke, Jr.

DR. WILLIAM A. FURCRON. Foremost among the successful professional men of Great Bridge, Norfolk County, Virginia, who by carefully diagnosing his cases, and bringing his knowledge to bear in the treatment of them, has established a high reputation in the city and its vicinity, is the subject of this sketch. He is a native of New York, was born in Brooklyn, September 11, 1869, and is the son of William A. and Mary T. (Snelling) Furcron. Both parents claimed Virginia as their native State. The mother was a direct descendant of the Wood family, that came to this country from England, and were among the first settlers of Jamestown. William A. Furcron was of French descent, and his ancestors also came to America at an early date. He followed the fortunes of a tobacconist for many years, spending most of his life in the North, and during the Confederate War was of much aid in buying supplies and helping to build fortifications. He was united in marriage with Mary T. Snelling, who was born in Chesterfield, Virginia, December 14, 1832. They reared a family of seven children, five of whom are still living, namely: Anna C.; Mary C.; Charles C.; Virginia F., and William A. Mr. Furcron departed this life in April, 1900, at the age of 73 years.

William A. Furcron obtained his mental

training in the schools of Jersey City, the major portion of his life having been spent at that place. Upon leaving school, he became assistant superintendent of a box factory and successfully performed his duties there for the next seven years when he determined to fit himself for the medical profession. He accordingly entered Bellevue Hospital Medical College, and graduated therefrom in 1894. Subsequently, he came to Virginia, where he decided to settle in Kempsville, Princess Anne County, and practice his profession. His success was soon evident, but in 1898 he changed his location for the benefit of his practice, and sought a larger field for his labors in the town of Great Bridge and the country surrounding. He has continued to reside there ever since and is enjoying his work and closely attending to his growing practice. He is popular among his friends, and commands the confidence and esteem of the community in which he resides.

In December, 1895, the subject of this sketch was united in matrimony with Mary E. Stokley, who is a native of North Carolina. Both are devoted to the work of the Baptist Church, of which they are members. In politics, Dr. Furcron is ever ready to stand for the interests of the Democratic party. Fraternally, he is a Mason.

JOHN STEWART WISE, known as one of Norfolk County's most active citizens, is engaged in a flourishing business as a truck farmer, and has been located on his present farm since 1894.

Mr. Wise is a son of the late John S. Wise, who, during his life, was engaged in the double occupation of farmer and merchant, and conducted a store at Churchland with notable success. He was one of the foremost men in his county, and in losing him Norfolk County lost a useful citizen and leader.

John Stewart Wise was born in Norfolk County, August 19, 1849. His education was obtained at the Churchland Academy, after which he helped his father in the work of the farm. At the early age of 21 years, he commenced truck farming on the Lysander H. Kingman farm, where he continued for four years. About that time he purchased an 80-acre tract of land on Scott's Creek, where he established himself and lived for the next 20 years, previous to locating on his present farm, in 1894. His land is adapted to almost any branch of farming. Mr. Wise knows his business thoroughly, having had much experience in farming, and stands among the most successful truck farmers in the county. The products of the farm finds a ready market wherever they are sent.

May 5, 1881, Mr. Wise was joined in matrimony with Lucy Grimes, who was also born in Norfolk County, and is a daughter of William S. Grimes. They have reared two children, namely: Lucy Wortley, whose birth took place June 6, 1882; and Mary Stewart, born July 26, 1885. The family are devoted members of the Baptist Church. Mr. Wise, in his political opinions, is independent.

C. M. BIDGOOD, a prosperous truck farmer of Norfolk County, Virginia, has a splendid farm located on the Western Branch of the Elizabeth River. He was born on this farm September 19, 1848, and is a son of C. E. Bidgood.

C. E. Bidgood was born in Norfolk County, Virginia, September 4, 1825, and died October 24, 1900. His wife, Elizabeth Bidgood, was born December 23, 1827, and died September 19, 1867. He spent his life in Norfolk County, engaged in farming. Politically, he was a strong supporter of Democratic principles. Mr. and Mrs. Bidgood became parents of the following children: John W.; C. M., the subject of this biography; Thomas A.; Dr. Vincent C.; Nathaniel B.; and Anna J.



C. W. WALKER.

C. M. Bidgood has passed his entire life in Norfolk County, with the exception of three years spent in Memphis, Tennessee. He is a progressive and successful agriculturist, employing only the most approved methods of farming. Personally, he is a man of excellent character, and stands high in the esteem and good will of his fellow citizens.

February 19, 1880, Mr. Bidgood was joined in matrimony with Annie M. March, who was born in Baltimore, Maryland, in 1857, and they have five children, namely: Philip C.; Mary M.; Ellen; Annie K.; and Ernest C. Mr. Bidgood is a firm believer in the principles advocated by the Democratic party, and has always given that party his unwavering support. Religiously, he is a member of the Churchland Baptist Church.

G. W. WALKER, a prominent citizen of Portsmouth, Norfolk County, Virginia, whose portrait is herewith shown, is proprietor of the Portsmouth Steam Laundry, and is a very successful business man. He is a veteran of the Confederate War, and although only a boy at the time rendered valuable service to the Confederate cause. He was born at Portsmouth, January 9, 1845, and is a son of Vincent Walker.

Vincent Walker was born in Delaware in March, 1803, and settled at Portsmouth, in 1831, serving as captain of the guard at the Navy Yard for 30 years. He ran the blockade in October, 1862, in order to join the Confederate Army, but being refused enlistment went to Charlotte, North Carolina, where during the remainder of the war he occupied the same position in the Confederate States Navy Yard he had previously held in the United States Navy Yard. He died in Portsmouth in 1869. His wife, Sarah M. Hodges, a daughter of John M. Hodges, who was a soldier in the War of 1812, died in 1868.

Early in 1861 C. W. Walker joined the Junior Guards, an organization of boys about 15 years of age, who armed themselves as best they could, but they were not accepted by the government. He then acted as courier for General Blanchard until the evacuation, after which, being refused permission to accompany the troops, he crossed the Federal line and entered the machine department of the Charlotte Navy Yard. Eighteen months later he enlisted in the navy, and for a year was on duty on the school-ship, "Indian Chief," in Charleston harbor. During this time he frequently had exciting adventures as one of the boat's crew which served in the protection of the city and Fort Sumter on night patrol. He was for three months a member of the guard of the Whitworth gun, at the foot of Calhoun street, and subsequently was detailed in the ordnance department at Selma, Alabama. After Sherman had marched to the sea Mr. Walker visited his father at Charlotte, following in the track of Sherman's army. He found the country so stripped that it was with difficulty that he procured enough food to keep him alive while on the long tramp homeward. He served in the machine department at Charlotte until the arrival of the "gold train" from Richmond, after the evacuation of the capital, when he was among the men who volunteered as guard for the Confederate Treasury at Charlotte, North Carolina. The party was joined by Mrs. Davis, wife of the President, and her daughter, Winnie. During the trip by wagon to the railroad station, Mr. Walker was one of the three men who assisted Mrs. Davis in carrying her daughter, when she sought relief from the tiresome journey by walking. He accompanied the party as far as Augusta, Georgia, and finally surrendered at Blacksburg, South Carolina, having served in the last organized body of Confederate troops east of the Mississippi, and, perhaps, the last one to surrender. Since the close of the war Mr. Walker has resided at Portsmouth, where he was for 15 years a locomotive engineer on the Sea-

board Air Line Railway. Then, for six years, he was master mechanic in the Portsmouth shops of the same company. Since 1895 he has conducted the Portsmouth Steam Laundry, and has a very prosperous business.

Mr. Walker is a member of Stonewall Camp, Confederate Veterans, and in the Masonic order has filled every office from that of junior deacon to that of commander of the Knights Templar. He organized the Knights of Dixie, which has since disbanded. He is a member of the City Council, and has done especially good work as chairman of the street committee. He first married Azulah F. Knott, a daughter of Rev. William Knott, by whom three children were born, namely: J. V. K., Lee Wood and C. W., Jr. He formed a second union, wedding Mrs. Annie Beauregard (Warren) Riddick, a descendant of Gen. Joseph Warren, who was killed at Bunker Hill. They have one child, Russell Ashby.

WILLIAM F. WISE. The gentleman whose name heads this record is a highly esteemed and respected citizen of Norfolk County, Virginia, and owns 550 acres of choice farming land within its borders. He is among the foremost representative agriculturists in that section. Having a large amount of real estate in the vicinity of Norfolk, he founded West Norfolk in 1888, and has assisted very materially in building up this suburb, which now has a population of 1,200. Mr. Wise was born on the old Ballard farm in Norfolk County, Virginia, March 2, 1840. He is a son of John Stewart and Martha A. (Love) Wise, a grandson of Tully Wise, and great-grandson of George D. and Elizabeth (Stewart) Wise.

George D. Wise was the first of the Wise family to leave the Eastern Shore of Virginia, of which one John Wise was the founder in America, having located on the Eastern Shore soon after landing in this country. The union of George D. Wise with Elizabeth Stewart took place October 3, 1783. John Stewart Wise was born near Craney Island, Norfolk County, Virginia, and during his particularly active life followed the double occupation of farmer and merchant. He built the first store at Churchland, and gave that place its name. He was a Whig, and was a member of the Protestant Episcopal Church. He was largely interested in educational matters, and was one of the principal organizers of the free school system in Virginia. He was a man of marked ability and was well known as a man of sterling qualities. His death took place in 1865, and he was deeply mourned by a large circle of friends.

He was joined in marriage with Martha A. Love, who was born at Love's Point (now West Norfolk), February 10, 1816. She was a daughter of John and Elizabeth Love, the former a native of Norfolk County, and a son of Alexander Love, a native of Paisley, Scotland. Two sons and two daughters were born to John Stewart Wise and his wife, as follows: Tully, deceased; William F., the subject of this biography; Josephine, who married a Mr. Wright; and Martha A., wife of S. B. Carney.

William F. Wise received his primary education at the Churchland public school, and later attended Harroldville Academy, in North Carolina. In 1861, he enlisted in Company G, 59th Regiment Virginia Infantry, the 3rd Wise's Legion, thus taking up the cause of his State, and of the Confederate States of America. The company, of which he was a member, disbanded October 27, 1861, and Mr. Wise was subsequently appointed 2nd lieutenant of Company C, 13th Regiment Virginia Cavalry, and served in that capacity until discharged from service June 25, 1865, when his chosen side laid down its arms and peace was once more established. During this bitter conflict, Mr. Wise endured many hardships, saw much active service, and was wounded several times. In 1863, at Brandy Station, he was wounded in the ankle, on account of which he was re-



JAMES EDWARD DUKE.

tired from Lee's army. He continued with his command, however, and was wounded at Sailor's Creek, the last battle of the war, where he was injured in the spine. He was captured at Appomattox Court House, was taken to Washington, where his release by General Grant followed, May 20, 1865, and he returned to Norfolk the following day.

Mr. Wise has been thrice married. His first union was contracted in 1866, with Lucy A. Ballard, who died in 1867, leaving one son, William L., who is still a resident of Churchland. The second marriage of Mr. Wise was contracted with Mary W. Nelms, a native of Isle of Wight County, Virginia. September 18, 1873, she, too, crossed the river of death, leaving two children,—a daughter Emma, now Mrs. J. B. Lindsay, and a son, George N., an attorney-at-law in Newport News. He is a graduate of the Virginia Military Institute and the University of Virginia. In 1886, Mr. Wise was united in marriage with his present wife, at that time Fanny (Krozer) Jett, a daughter of Dr. John R. Krozer, who is today the oldest practicing physician in Baltimore, Maryland. It will be remembered that in "Baker's Secret Service of the United States" it is stated that William S. Jett was with Bainbridge and Ruggles at the water's edge when John Wilkes Booth made his escape on Mr. Jett's horse across the Potomac River to Garrett's barn, where Booth was later killed; and that Mr. Jett was tried for his life for helping Booth to escape. He was found innocent of the charge and liberated. He was merely showing his humanity to a suffering man, not knowing that the fugitive was John Wilkes Booth. Mrs. Wise is also a granddaughter of Dr. Krozer, who had the honor of being surgeon of the illustrious Napoleon.

Mr. Wise is one of the most progressive farmers in his section, and carries on a general trucking business, which when properly managed yields a splendid income. He is independent in politics, and like his father believes in the doctrines and tenets of the Protestant Episcopal Church. His fine farm of 550 acres is located on the Western Branch of the Elizabeth River.

JAMES EDWARD DUKE, a member of the firm of Duke & Smith and of the Southampton Lumber Company, of Norfolk, Virginia, of which he is treasurer, is one of the prominent and influential business men of that city. He was born in Manchester, Virginia, September 12, 1867, and is a son of James and Cordelia (Humphreys) Duke, both natives of North Carolina.

James Duke, the father, was for many years engaged in growing and selling tobacco, and for some years was prominently engaged in agricultural pursuits. He also engaged in the mercantile business with success. He was a man of affairs, employed many people, and was well and favorably known over Virginia and Eastern North Carolina. He was commissioner for two terms, but owing to lack of time refused to serve longer in that capacity. He was a man of exceptional ability and a most worthy citizen. He and his wife, Cordelia, were both of the Episcopal faith. Mr. Duke was thrice married, his first union being with Polly Gray; three children were born of this marriage: Thomas Jefferson, who died at the age of 52 years; William, who died in 1878, at the age of 42 years; and Martha, who died at the age of 39 years and was the wife of William D. Elliott. Mr. Duke's second wife died after nine months of married life. His third wife was Cordelia Humphreys, by whom he had two children: James Edward; and Elizabeth, wife of William J. Cowell, who resides in North Carolina. Mr. Duke died October 26, 1890, aged about 69 years, and his wife died January 21, 1881, at the age of 47 years. She came of a Virginia and North Carolina family.

James Edward Duke, subject of this biography, attended the public schools of North

Carolina, then completed a collegiate course at King's Mountain, and subsequently attended the Bingham Military Institute. After his school days he taught in the public schools of North Carolina for two years, and was very successful in that line of work. He next engaged in office work for some four years, occupying various responsible positions, one of them being with the L. T. Gwathmey Company, who did an extensive lumber business in Norfolk, Virginia.

In June, 1893, he formed a co-partnership in the lumber business with A. R. Smith, which has since existed. They deal chiefly in North Carolina and Georgia yellow pine, although they also handle hard woods and white pine in large quantities. The local trade receives their attention when the purchaser desires lumber in car-load or cargo lots, but their main channels of delivery are found in the Northern markets and European ports. They are largely engaged in supplying the government with white and yellow pine. In recent years two large sawmills have been erected for the purpose of supplying their constantly growing trade, one being located at Southampton, Virginia, on the Seaboard Air Line Railway and the other in Norfolk County. More than 100 men are given employment in these mills. The firm also acts as selling agent for a North Carolina pine mill which was erected near Spring Hope, on the Atlantic Coast Line. From these three mills at once, this firm is able to supply 75,000 feet of lumber daily. It is one of the most prosperous lumber firms in the South, and it is safe to say Mr. Duke is justly entitled to the credit of being one of Norfolk's most enterprising and responsible young business men. He is president of the Southern Amusement Company at Virginia Beach, and president of the Battery Park Amusement Company, located at Rodman Heights, Portsmouth, Virginia. He is "bojum" of the Supreme Nine, Concatenated Order of Hoo-Hoo, an organization designed for prominent dealers in lumber and sawmill machinery. The honor of the "bojumcy" was conferred upon him by the order at the convention held at Norfolk in annual session September 9-13, 1901, it being attended by members from all parts of the United States, representing the different branches.

Mr. Duke is very fond of travel and has visited abroad, combining business with pleasure. He made a tour of London, Liverpool, Edinburgh, Berlin and most of the large cities of Europe, including Paris, where he spent several weeks in viewing the exposition.

Mr. Duke was united in marriage November 20, 1895, with Mary Rose Loughran, who was born in Washington, D. C., and is a daughter of Daniel and Mary (Fitzgerald) Loughran. Mrs. Duke is a graduate of one of the leading convents—Holy Cross—of the city of Washington, and is a lady of culture and of pleasing presence. Both of her parents are now living; her father is an extensive wholesale and retail tobacco merchant of the city of Washington, and is also a large real estate owner.

A portrait of Mr. Duke may be seen in connection with this sketch; it appears on a foregoing page.

JAMES S. COOPER, one of the many prominent truck farmers of Norfolk County, Virginia, is living on a fine farm near City Park, Norfolk. He was born in Norfolk, July 5, 1841, and is a son of Samuel Cooper.

Samuel Cooper died when James S. was but three years old. He was a farmer by occupation. He married Jakie Lane, a Virginia lady, who died but 18 months after her husband's death.

James S. Cooper received his mental training in Norfolk. He enlisted in the army during the Confederate War, beginning service February, 1862, in the St. Bride's Artillery. He was afterward transferred to the 14th Regiment Virginia Infantry. He took part in



R. A. HUTCHINS.

the battle of Bermuda Hundred, and also the battle of Seven Pines, and received an honorable discharge at the close of the war. He began work as a truck farmer, but, having no money, was obliged to commence at the bottom and work up. This he did most successfully, and labored with untiring energy and zeal. He is now the owner of several farms and a handsome residence near City Park in Norfolk. His home is provided with all modern improvements, and his land is kept in a condition of excellent cultivation. His advice is often sought on matters pertaining to the tilling of the soil, as he is considered an authority on such matters.

Mr. Cooper married Emily S.. Flora, a daughter of Alexander Flora. Mr. Flora was the father of the following children, namely: Henry C., who died in the army, being a member of the same company as Mr. Cooper; Emily, the wife of Mr. Cooper; and Sarah Frances and Alexander, deceased. Alexander Flora's wife was Jane Lambert, a native of Lambert's Point. Mr. Cooper and his wife have the following children, namely: Henry Cornelius, who was born in 1867, is engaged in the trucking business, and married Lillie Cheney of Sewell's Point; Mary Susan, who lives at home; Lelia Jane, who married C. F. Miller, a truck farmer; and Irene, who is at home.

Mr. Cooper is a Democrat in politics. His family belong to the Methodist Episcopal Church, South. He is an upright citizen, and is held in the highest esteem by all who know him.

R. A. HUTCHINS, a prominent citizen of Portsmouth, Virginia, whose portrait accompanies this sketch, has served in the capacity of city collector since 1883, and his conduct of affairs has met with the universal approval of the public. He was born at Portsmouth in 1842, and is a son of George W. Hutchins.

George W. Hutchins was born in the District of Columbia, and at an early day removed to Portsmouth, Virginia, where he became a ship-carpenter in the United States Navy Yard. About 1836 he was married at South Portsmouth to a daughter of Moses Taylor, an early resident of that place. Mr. Taylor was born in Princess Anne County, Virginia, and removed to what is now Fourth street, South Portsmouth. He was foreman of the riggers at the Navy Yard for many years, and died during the Confederate War, at the age of about 76 years. He was a leading Democrat of his community, and was a prominent member of the Baptist Church. His wife died in 1855 of yellow fever. They had eight children, as follows: W. T., of Portsmouth, who was a brick-mason by trade and is now living in retirement; Mrs. James W. Bromley, of Portsmouth; Mrs. Virginia Ricketts, also of Portsmouth; Mary A. Harrison, widow of William Harrison, an upholsterer of Norfolk, who now resides at Staten Island, New York, at the age of 77 years; Mrs. Hutchins, the mother of R. A.; Robert, deceased; George, who died of yellow fever in 1855; and Mrs. Elizabeth Butt, deceased. George W .Hutchins and his wife became the parents of 10 children, six of whom are now living, as follows: R. A.; Eudora (Lumber), of Newport News, who married a leading contractor formerly of Baltimore, Maryland; Virginia (Thomas), whose husband has been in charge of the magazine at Fort Norfolk for the past 20 years, and who lives on Washington street, in Portsmouth; Emily (Myers), of Portsmouth, who married a tailor; Almedia, of Portsmouth; and S. B., a record of whose life appears elsewhere in this work.

R. A. Hutchins was reared and schooled at Portsmouth, and served his time as an apprentice to the trade of ship-builder in the Navy Yard. He later built many steamboats and barges in the harbor. On April 21, 1861, he enlisted in the Marion Rifles, of South Portsmouth, having previously belonged to the

volunteer company from the time he was 18 years old. He saw much hard fighting and continued with his regiment until taken prisoner at the battle of Gettysburg; when he was sent to Fort Delaware and Point Lookout. He returned to Portsmouth just prior to the close of the war, on account of sickness. He did not again engage in business for several years, owing to the condition of his health. In 1872 he embarked in the grocery business in South Portsmouth, and continued to follow that line until 1883. He had served two terms in the City Council and in that year was made city collector to succeed H. A. Allen, being the first official selected to that office by the people. While a member of the Council he was chairman of the street committee, when paving was introduced. He has always been one of the most progressive men of Portsmouth, and enjoys the highest esteem of his fellow citizens.

In November, 1865, R. A. Hutchins was joined in the bonds of matrimony with Mary E. Barrett, who was born in Portsmouth, and is a daughter of Henry Barrett, who died of yellow fever in 1855. Eight children blessed this union, as follows: Henry A., a traveling salesman for G. & R. Barrett, of Norfolk; R. A., Jr., a ship-carpenter in the Navy Yard, who married a daughter of M. W. Allen, and has three children; Claude E., shipping and receiving clerk for G. & R. Barrett, of Norfolk, who is married and has two children; Ruth, wife of W. N. White, a gunsmith of Portsmouth; E. Linwood, who died at Colorado Springs at the age of 21 years, and was in the employ of the Virginia Chemical Company; Laura; William R., a clerk in the Navy Yard; and Peyton Coles, who lives at home and is serving an apprenticeship to the machinist trade at the Navy Yard. The family home is at No. 1024 Dinwiddie street, in which neighborhood Mr. Hutchins has lived for more than 36 years. He has always been a stanch Democrat in politics. Socially he is a member of the Masonic fraternity. He has been a Master Mason for 16 years; he was master of Portsmouth Naval Lodge, No. 100, A. F. & A. M., for two years. He is a member of Portsmouth Lodge, No. 16, K. of P. He has been a member of the Court Street Baptist Church for 36 years, and a deacon therein for many years.

C. E. POWELL, a prosperous truck-farmer of Norfolk County, Virginia, is located in one of the best trucking districts in the United States. He has operated on an extensive scale, and uses only modern methods in carrying on his enterprise. He was born on the Talbot farm in Norfolk County, June 9, 1854, and is a son of James H. and Martha Eliza (Ost) Powell.

James H. Powell was born on the Eastern Shore of Virginia, in 1822, and died in 1870, at the age of 48 years. He was reared on a farm and followed the occupation of a farmer throughout his life, raising vegetables for the New York, Boston and Philadelphia markets. He married Martha Eliza Ost, whose family has been located at Sewell's Point for more than 100 years, and they became parents of the following children: C. E., the subject of this biography; Robert T., who is a farmer, and also takes an active interest in politics; W. T., a successful farmer; Susan (Ferrett), whose husband is a merchant of Norfolk; and Brice, who is a farmer and a magistrate.

C. E. Powell, being the oldest son, was naturally the one to take his father's place upon the latter's death, and he assumed charge of the farm and reared and educated the children. It was a hard task for one so young, but well did he accomplish it, keeping the children together until they matured and became settled. He has, in the main, engaged in raising vegetables on his home-farm of 60 acres, and his two other farms, which he runs in connection. He has commodious outbuildings for the housing of his produce and stock, and built a comfortable home to replace the old house, which



FRANKLIN PORTLOCK.



F. L. Porttock

had been standing for over a century. He is a great lover of fine stock, and makes a specialty of his Shropshire sheep and Poland-China hogs, which are unexcelled in the State.

In 1879, Mr. Powell was united in marriage with Anna Cromwell, whose family has been well known in this State for more than 200 years, and is descended from Oliver Cromwell. Two children were the issue of this union, namely: Nellie C., born December 19, 1879; and Charles E., born October 27, 1892. Mr. Powell is a Democrat in State politics, but is inclined to be independent in national affairs, having voted for McKinley in 1900. He attends the Methodist Episcopal Church, South, although not a member, and is one of its most liberal supporters. He is very charitable toward the poor, always looks out for their interests in the community, and consequently enjoys their highest esteem and good will.

FRANK L. PORTLOCK, the well-known road commissioner of Norfolk County, Virginia, also a surveyor, is engaged in farming south of Berkley. He was born near Great Bridge September 6, 1859, and is a son of Franklin Portlock.

Franklin Portlock was born in Norfolk County in 1826, the Portlock family having come to Virginia quite early in the seventeenth century. He married Eugenia H. Tatem, a native of Norfolk County, and a daughter of Dr. William Tatem. Franklin Portlock was a farmer and brick manufacturer. To him and his wife were born the following children: Judge William Nathaniel, of Norfolk County; Emily A.; Eugenia T., who married T. W. Butt; Frank L., the subject of this sketch; Bettie B., deceased; and Fanny B., who married C. L. Young.

Frank L. Portlock attended school in Norfolk County, and after finishing his studies taught until 1890. His school was located at Oak Grove, one mile north of Great Bridge. In 1890 he was elected road commissioner of Norfolk County, and has since held that office. In addition to this office he carries on general farming and stock raising, and in this is very successful. By reason of the confidence placed in him he was apointed to his present position, and he has filled that office in a most acceptable manner. Mr. Portlock was instrumental in securing the right of way for the extension of the Berkley Branch Street Railway to Money Point.

In 1898 Mr. Portlock married Marion West, who was born in Norfolk County, and is a daughter of L. M. West. They have one child, Marion E. The subject of this sketch is a Democrat in politics. He is a prominent member of Providence Christian Church, of which he is clerk. He is a member of Hickory Ground Lodge, No. 180, A. F. & A. M., of which he is master. He is also notary public, having been commissioned in September, 1900. Portraits of Frank L. Portlock and his father, Franklin Portlock, accompany this sketch, being presented on foregoing pages.

JHULL DAVIDSON, one of the best-known citizens of Norfolk, is proprietor of the New Atlantic Hotel of that city, and also of Ocean View Hotel of Ocean View, Virginia. He was born in Lexington, Kentucky, and is a son of James T. Davidson, who was a banker.

Mr. Davidson attended Kentucky University at Lexington, and after completing his education went into the First National Bank of that city as a clerk. He continued in that position for eight years, and then began the manufacture of machinery, as a member of the firm of Davidson & Williams. In 1884 he became proprietor and manager of the Phoenix Hotel; he purchased the property in 1891, and at the same time organized the present

Phoenix Hotel Company. He continued as manager until 1893, when he resigned to give his entire attention as mayor to the administration of the city's affairs. He was elected to this office in 1892, by a majority of 1,000 votes. He refused a renomination, and at the same time refused the nomination for State Senator from Fayette County. From 1894 to 1897 he was editor of the *Lexington Daily Argonaut*, the only daily paper in Central Kentucky to support William Jennings Bryan for the presidency in 1896. In 1897 he sold out his interests in Lexington and moved to New York, where he engaged in the wholesale liquor business. In 1900 he took charge of the restaurants in the American Pavilion at the Paris Exposition, furnishing banquets for State delegations, foreign potentates and other distinguished visitors. He studied up on hotel systems and the catering business while in Europe, and on his return to the United States concluded to go back to the hotel business. In 1901 he took charge of the Ocean View Hotel at Ocean View, Virginia, which he still conducts. He has met with grand success in this enterprise, bringing it up to a high plane as a fashionable summer hostelry. When the Atlantic Hotel was sold in September, 1901, he organized a company and became its manager. Under such capable management the New Atlantic became the most popular hotel in the city, being first class in all its appointments. Mr. Davidson established the Parisian Cafe, which, for novelty and efficient service, appealed strongly to popular favor, and is at all times well patronized. Another pleasant feature of this hostelry is a barber shop unexcelled in all the South, which has proved as popular with the citizens of Norfolk as with the traveling public. Mr. Davidson has always led a life of great activity wherever he has been located. He was prominent in public affairs as a resident of Lexington, Kentucky, where he organized the Chamber of Commerce and served as its second president.

The subject of this sketch was joined in matrimony with Magdalen D. Lancaster, of Lexington, a daughter of M. P. Lancaster. She died in 1897, leaving two children,—Anne E.; and Merritt L., who is a member of the class of 1903 at Yale University. Fraternally, Mr. Davidson is a Mason, and has attained the rank of Knight Templar and Noble of the Mystic Shrine. He is also a member of the Benevolent and Protective Order of Elks; Knights of Pythias; Independent Order of Odd Fellows; Improved Order of Red Men; and the Order of Hoo Hoos. He was elected an honorary member of the Traveling Men's Association, and is one of the incorporators of the Ter-Centennial Exposition of Norfolk.

COL. WILLIAM W. SALE. Among the young attorneys at law of Norfolk who have achieved signal success in the practice of their profession, none stands higher than the gentleman named above. Possessed of a determination to succeed and learned in legal lore, it was but a short time after he opened his office until he had a lucrative practice, which has increased as each succeeding year has passed by. He is a power in the workings of the Democratic party in this district, and at present represents Norfolk City and Princess Anne County in the State Senate.

Colonel Sales was born in Fairfield, Rockbridge County, Virginia, September 20, 1870, and is a scion of a distinguished old Virginia family. On the maternal side he is a grandson of John Templeton, of Scotch-Irish extraction, famous as an agriculturist during his day. William M. Sale, the Colonel's father, was an extensive planter, and one of the largest slave owners in the Valley of Virginia.

William W. Sale was reared on a farm and performed all the duties incidental to farming until he was 18 years old, when he accepted a position as clerk in a general store. He cultivated his mind in the various schools

of his native county, and in 1890 matriculated at Washington and Lee University, from which he graduated with distinction in 1893, with a degree of Bachelor of Laws. In the fall of 1893 he entered upon the practice of his profession in Norfolk, having formed a partnership with W. A. Ross, which continued until 1895, since which time he has practiced alone. His success at the bar is too well known to require mention here. He has made a specialty of corporation law and chancery practice, and has a well-established clientage. He is attorney for the National Building Association, and the Guarantee Building & Loan Association of Baltimore. He is also vice-president of the Southern Shorthand & Business University, and lectures once a week on commercial subjects. Colonel Sale is prominent in military affairs, with which he has long been identified. He was for a time secretary and treasurer of the Lee Rifles, and an active member for several years of Company A, 4th Regiment, Virginia Infantry. He was appointed a member of the military staff of Governor J. Hoge Tyler in January, 1898, with the rank of colonel of cavalry, a position which he now holds, being probably the youngest man ever appointed to that position. He was recently appointed commissioner of valuation for the city of Norfolk, being the first man so appointed. The position was worth from $7,000 to $8,000 per annum in a city of Norfolk's size, but it was rendered valueless by the action of the Supreme Court of Virginia in declaring the Act creating it unconstitutional. Colonel Sale is an enthusiatstic worker in the Democratic party, and in 1896 was spoken of as a candidate for the State Legislature, but withdrew his name before the convention met. He is a member of the Democratic City Executive Committee, and vice-president of the Third Ward Democratic Club, which is next to the largest political organization in Norfolk. He was a delegate to the National Democratic Convention at Kansas City, Missouri, which renominated William Jennings Bryan in 1900.

Colonel Sale is a prominent member of the Knights of the Mystic Chain, and is treasurer of the local lodge. He is aso a member of the Kappa Alpha fraternity. He is possessed of no mean ability as an orator, is a lucid and entertaining speaker, and his words carry great weight with a jury or miscellaneous audience. He takes a deep interest in all that concerns the progress of Norfolk, and lends his earnest support to all public enterprises and improvements.

CAPT. EUGENE B. WILLIS, who is in the service of the Old Dominion Steamship Company, was born in Smyrna, North Carolina, April 22, 1854, and is a son of Cicero and Theresa (Piner) Willis. Both his parents were born in North Carolina, and his father followed the trade of a carpenter through his active life, dying in 1888, aged 61 years,—his wife still survives him, and is living in Smyrna, North Carolina.

Eugene B. Willis attended the public schools of Smyrna and grew to manhood in that town. At the age of 18 years he shipped before the mast on a sailing vessel, and followed that a number of years; he then entered the coast survey service, in which he remained for three years. Afterward he entered the revenue service, and later secured a position on the Clyde line of steamers. He left the employ of the Clyde Steamship Company August 30, 1886, to enter the service of the Old Dominion Steamship Company, in which he has remained up to the present writing. He has filled the positions of first and second mate and master. The first vessel which he commanded was the "Albemarle," and he has also commanded the "Rosalie," "Ocracoke," "Hatteras," "Newberne," and for the past 18 months has been captain of the "Rosalie."

He has a thorough knowledge of navigation, and is one of the best masters in the employ of the Old Dominion Steamship Company.

Captain Willis was united in marriage with Maria H. Davis, who was born in Smyrna, North Carolina. He is a member of the A. F. & A. M., also of the Old Dominion Benevolent Association, and the Association of Masters & Pilots of Steam Vessels of the United States.

JOHN W. JONES is a prominent contractor and builder located on Chesapeake avenue, Berkley, Norfolk County, Virginia, and has erected many large and important buildings throughout this county and in adjoining counties. He was born in Norfolk County, Virginia, February 28, 1858, and is a son of William and Frances (Boushell) Jones, both natives of Norfolk County.

William Jones was born in Norfolk County, Virginia, in 1832, and became a teacher. He taught in private schools for several years, and then abandoned the profession and accepted a position in Norfolk as a fancy painter, having served an apprenticeship as coach-painter when a boy. He and his wife were earnest members of the Christian Church, and took an active part in church work. He died in 1867, his wife, who was born in 1826, having died in 1866. Both came of well-known Virginia families, and they became parents of two children, of whom the youngest, Marion, died in infancy.

John W. Jones attended the public and private schools of Norfolk County, and after his school days served an apprenticeship to the carpenter trade, at which he worked for several years. He then branched into contracting and building for himself, and many large buildings have been erected under his direction. He built the D. B. Bradford Building in Elizabeth City, North Carolina; the John T. Spratley Building, in Surry County; the Memorial Methodist Episcopal Church, South, in Berkley; the People's Bank Building, in Berkley; the Waverly Building, for W. L. Berkley; the Salisbury Building, occupied by Robert Salisbury; a large school-building at Lambert's Point; another large school-house at Scottsville, and two of the largest school-buildings in the county outside the limits of Norfolk and Portsmouth. He has erected many of the fine residences in each of the twin cities, and his work compares favorably with that of any other contractor and builder in the county. He is also connected with the W. M. Tilley Company, which deals in sash, doors, blinds and lumber at Berkley. He is a director in the Berkley Permanent Building & Loan Association; and is a member of the Berkley Business Men's Association. He also holds stock in the People's Bank, and in the LeRoy Manufacturing Company, of Berkley.

October 27, 1887, Mr. Jones was joined in marriage with Clara E. Tilley, who was born in Baltimore, Maryland, and is a daughter of E. M. Tilley, of Berkley. They have four children, namely: Edward T.; Wesley T.; Delha B.; and Raymond T. Mr. and Mrs. Jones are members of the Liberty Street Methodist Episcopal Church, South, of which he is a member of the board of stewards. Fraternally he belongs to Berkley Lodge, No. 167, A. F. & A. M.

HARRY L. TROTMAN, who has a farm of 400 acres near Churchland, Norfolk County, Virginia, is one of the well-known agriculturists of the county. He was born at Churchland, and is a son of T. E. Trotman.

T. E. Trotman is a prominent farmer and merchant of Norfolk County. He was born in Gates County, North Carolina. He married Mary Sears, a native of Nansemond County, Virginia, and they were blessed with two children, namely: Percy E., a farmer; and Harry L., the subject of this sketch.



HENRY DUKE.

Harry L. Trotman attended school at Churchland and later went to college. After leaving college he engaged in the merchandise business with his father, in which he still continues. His farm is one of the finest in the State, and Mr. Trotman takes great pride in its cultivation. He is a man of honest, upright character, and is greatly respected by all who come in contact with his pleasing personality. He is honest and fair in his dealings, and is a man of good business ability. Mr. Trotman is a Democrat in politics. He is a member of the Benevolent & Protective Order of Elks.

HENRY DUKE. Among the many prosperous farmers of Norfolk County, Virginia, is the gentleman whose name heads this sketch, and whose portrait is shown on the opposite page. He was born in Nansemond County, Virginia, July 17, 1844, and is a son of Whitman and Susan Duke.

Whitman Duke was born in Nansemond County, Virginia, where he farmed until the time of his death, which occurred in 1866, at the age of 87 years. His wife, who was also a native of Nansemond County, died in 1861. Of 11 children born to this union, but two are now living, namely: Hardy; and Henry, the subject of this sketch.

Henry Duke attended school in Nansemond County, and resided with his parents until the Confederate War broke out. He enlisted in 1861 in Company I, 9th Regiment, Virginia Infantry, Craney Island Light Artillery, from which he was transferred to Company C, 13th Regiment, Virginia Cavalry, and served until the close of the war. He was courier for General John R. Chambers and took part in the following battles: Brandy Station; Gettysburg; Spottsylvania; The Wilderness; and Hanover Junction. He was struck by bullets several times—one passing through his clothing and the other through his hat—but, singularly, he was never wounded. He was discharged from the service at the surrender at Appomattox Court House.

He then returned to Suffolk, and removed to Norfolk County in 1867, where he engaged in truck farming near Churchland. He has since continued truck farming for himself, besides managing the Kingman farm. He has a thorough knowledge of agricultural affairs, is modern and progressive in every way, and is looked upon as a gentleman of much ability.

Mr. Duke was married in November, 1869, to Elizabeth A. Mears, who was born in Nansemond County, Virginia, and died January 16, 1902. Mr. Duke is a Democrat in politics. He is a member of the Knights of Pythias and Masonic lodges. Religiously he is a member of the Baptist Church. He has many friends in Norfolk County, and is held in high esteem by all in the community.

THOMAS KEVILL, deceased, for many years one of the most prominent citizens of Norfolk, Virginia, was born in Ireland, and was six months old when he emigrated to Canada with his parents. He went from there to Lowell, Massachusetts, where he attended school for a time, and then went into the clothing business at Boston as a member of the Ingalls Company. He removed to Norfolk, Virginia, in 1848, and opened a branch store, remaining in business there until his retirement in 1892. He died January 23, 1898, at the age of 73 years.

Mr. Kevill was captain of a volunteer fire company of Norfolk, and drilled and fitted his men out for service in the Confederate Army at his own expense. He was made captain of the Norfolk United Artillery, Company A, Smith's Battalion, April 19, 1861. They were stationed at Fort Norfolk during the first year of the war, up to the evacuation of Norfolk,

and during that time he volunteered with 31 of his men to fight aboard the iron-clad "Merrimac"-"Virginia" against the Federal fleet in Hampton Roads, in March, 1862. He was in charge of a 9-inch Dahlgren gun, the muzzle of which was shot off, but he continued in the engagement in that condition, sinking the U. S. S. "Cumberland" and burning the U. S. S. "Congress." He participated in the battles about Richmond, and afterward went to Drewry's Bluff, being in the battle of Howlett House of James River, near the front of Dutch Gap. On the retreat when Richmond was evacuated he was on the left flank of General Gordon and finally surrendered with the Army of Northern Virginia at Appomattox Court House, April 9, 1865. He was a member of Pickett-Buchanan Camp, Confederate Veterans.

After the war Captain Kevill returned to Norfolk and sold the most valuable piece of property he possessed to pay off obligations contracted before the war. He served as chief engineer of the Norfolk volunteer and paid fire departments for a period of 23 years. He was a man of the highest type and was loved and respected by every one with whom he was acquainted.

In 1850 Mr. Kevill was married to Augustine L. Shield, who was born in Norfolk and was a daughter of William Shield. She died in 1894, at the age of 59 years. Religiously, both were members of St. Mary's Roman Catholic Church. They were parents of seven children, as follows: Thomas, deceased; William J., deceased, who was educated in the American College of Lorraine, France, and was a Jesuit priest of Washington, D. C.; Mary, widow of Michael Glennan; Anna Selina, wife of James E. Allen, a merchant of Norfolk; Virginia Buchanan, who was born in 1862, and died in infancy, was named after Commander Buchanan, of the "Merrimac"-"Virginia;" Thomas Francis, a tobacco merchant of Washington, D. C., enlisted in Company K, Fourth Regiment, Virginia Infantry, and went on garrison duty in Cuba after the war; and Joseph Emmett, who is clerking in Norfolk, also served in the Fourth Regiment, Virginia Infantry, under Col. George W. Taylor.

RICHARD E. WOOD, the capable and efficient captain of the ferry-boat "Queen City," which plies between Berkley and Portsmouth, Virginia, is a resident of the former city, and holds licenses as a marine engineer and as master and as pilot of steam vessels. He has spent many years of service on board various vessels, and has worked his way up from a common deck-hand to positions of importance and trust, to which he does honor by his careful, discreet management and faithful service. Mr. Wood, like his parents, is a native of North Carolina, where he was born October 2, 1871. He is a son of Samuel F. and Martha Anne (Downing) Wood. The latter was a daughter of Joseph and Nancy Downing, and died at the age of 46 years. She was throughout her life a devout Methodist. Samuel F. Wood was born in 1850, and is a marine engineer of some prominence, being at the present time employed on the tug "Chowan," which runs from Norfolk to North Carolina ports. He is a member of the Junior Order of United American Mechanics, and of the Marine Engineers' Association.

Mr. Wood is one of a family of nine children, six of whom are living, as follows: Joseph; Maud Olivia; Richard E.; Felder; Elwood S.; and Samuel F., Jr. All of the brothers followed in the footsteps of their father and chose life on the water, while the only sister married Columbus Sivills, section master on the Norfolk & Southern Railroad, and resides at Shore, North Carolina. Joseph is captain of the Seaboard Air Line Railway tug "Dorothea," at Norfolk. Felder is captain of the ferry-boat "Elizabeth," running between Norfolk and Berkley. Elwood S. is employed

on the steamer "Norfolk," and Samuel F., Jr., on the tug "Delmar."

In 1892 Mr. Wood was united in marriage with Ella M. Hudgins, a daughter of William R. and Mary (Sears) Hudgins, and enjoyed a brief period of wedded bliss. Mrs. Wood was a native of North Carolina. She was called to her heavenly home September 3, 1901, leaving, besides her sorrowing husband, a little daughter, Lillie Maud, who was born in Berkley, in February, 1894. Mr. Wood formed a second union January 1, 1902, wedding Estella L. Bowden, and they now reside at No. 409 Harrison street, Portsmouth.

Mr. Wood attended the public schools of his native city, and then adopted the life of a mariner, which he has followed ever since. He first worked in the capacity of fireman on the tug "William F. Taylor" and later on the "E. B. Lane," after which he served as deckhand on the "William C. Pierrepont." He was serving as such when the vessel was burned at Portsmouth, and Mr. Wood narrowly escaped death. After being employed in a similar capacity on the tug "Victoria" for a short time he conceived a desire to take a sea voyage, and during the following four years had many rough experiences while visiting most of the seaports of the United States and of various other countries. He then decided to abandon sea voyages, and accepted a position as fireman on the ferry-boat "City of Norfolk," which he filled for a brief time, after which he was advanced to be first mate of the "Chowan," which ran from Norfolk to all the ports of North Carolina. Further promotion followed, and Mr. Wood became captain of the tug "David B. Hill," and served thus very efficiently for one year. Later he was engineer on the "Rosalind," which he left only to assume command of the tug "Sally," and did general tugging from Norfolk through the Dismal Swamp Canal. He had the honor of towing the "William Donnelly" and the "Oakland," the first two schooners towed through that canal. Mr. Wood remained in command of the "Sally" for three months, and was afterward transferred to the tug "Mutual," as captain, and was engaged in doing local towing in the river. Some time later he was assigned to his present position as captain of the ferry-steamer "Queen City," which plies between Berkley and Portsmouth, the county-seat of Norfolk County. This command is very satisfactory to Mr. Wood, who by his courteous manner has won the good will of the traveling public. He has made Berkley his home for the past 14 years, and resides at No. 16 Middleton street. Although a member of the Berkley Avenue Baptist Church, he is liberal toward all religious denominations, and is known to be extremely charitable to the extent of his means. In political action his support is given to the Prohibition party.

Mr. Woods is a member of Tidewater Lodge, No. 30, Junior Order of American Mechanics; Association No. 101, Marine Engineers; and Progressive Harbor, No. 9, Association of Masters & Pilots of Steam Vessels of the United States. He has made a good record, and is deservedly popular among his fellow citizens.

CHARLES T. BLAND, of Portsmouth, one of the most prominent public men of Virginia, who has attained a high degree of success as an attorney-at-law, journalist and political leader, is serving his fourth term as a member of the General Assembly of Virginia. He was born October 3, 1857, and is a son of George W. and Louisa Frances (Stewart) Bland, his parents being natives of Portsmouth.

Charles T. Bland was reared at Portsmouth, and attended the parish school at St. John's Protestant Episcopal Church, and also the public schools. He carried papers at the age of 12 years, and at the age of 14 years became a store boy and clerk for R. G. Hume &

Brother, booksellers and stationers. At the age of 16 years he entered the carriage factory of A. Wren & Sons, of Norfolk, where he served an apprenticeship of five years, and then worked two years as a journeyman. At the age of 20 years and 10 months he was married and then moved with his wife to Baltimore, Maryland, where he followed his trade, and in the meantime attended the Houck Night School for young men, from which he was graduated. He spent two or three years in Baltimore, Maryland, in North Carolina, and in Richmond, Virginia. He was then for some years a commercial traveler out of Newark, New Jersey, and New York City, his line being coach and carriage varnishes. He took the civil service examination held under President Cleveland, at Baltimore City College, and applied for a position in the postal service. He passed the examination but declined the proffered position. He was a student by nature, and while traveling took up the study of law. He subsequently returned to Portsmouth, Norfolk County, Virginia, and applied himself to newspaper work, as a member of the staff of the *Portsmouth Progress,* the *Portsmouth Star,* the *Portsmouth Enterprise* and the *Portsmouth Times* at different periods. He was night and sporting editor of the *Norfolk Virginian,* and is now the Portsmouth city editor of the *Norfolk Landmark.* For several years he was Southern correspondent for the *Carriage Monthly,* of Philadelphia. He was half-owner and the editor of the *Evening Times,* published at Portsmouth. During this time and for many years previously it was his custom to devote two hours of each day to study, to which practice, extending over 24 years, he still adheres. He mastered the profession of law and was admitted to the bar by Circuit Judges J. Taylor Berry and Benjamin Gunter. He took up the practice of law in February, 1899, and in September, 1899, was given a certificate from the summer law school of the University of Virginia, signed by William M. Lile and Raleigh C. Minor, law professors, which attested the fact that he had passed a satisfactory examination. He soon etstablished a good practice, and is now in partnership with James B. Hope, Jr., with a magnificent suite of offices on High street, the firm enjoying a large and lucrative practice. He is, as already stated, serving his fourth consecutive term in the General Assembly of Virginia, and in that body occupying an enviable position, being one of its strongest and most conspicuous members. He is a prominent public speaker, both in political and fraternal circles. He is general counsel for several large business concerns, and his advice is frequently sought in matters of importance to the community. His life well illustrates that which may be accomplished, under most adverse circumstances, by perseverance and industry.

Mr. Bland was united in marriage with Josephine Hyselop, a daughter of William T. Hyselop, and they became parents of six children, the two eldest, Edgar Allen and Charles Raymond, being deceased. Those living are Ethel Maywood; Virginia Louise; William Marshall; and Eularia Frances. They reside at the northwest corner of Dinwiddie and King streets. Mr. Bland is a Democrat in politics. He has always voted in the Second Ward, and has been delegate to all political conventions,—municipal, congressional and gubernatorial. He has always evinced a deep interest in educational matters, and has been active in elevating the public school system, striving at all times to get the largest appropriations possible for the public schools of the State. He is an active member of the Portsmouth Business Men's Association, and was the founder of the Portsmouth Dime Savings Bank, whose charter he drew up. He organized the second largest Pythian lodge in the State,—Seaside Lodge, No. 80, and conferred the three ranks on 217 members in three weeks, which is the record in Pythianism. He was grand chancellor of the Knights of Pythias of Virginia but resigned August 1, 1900,



VIRGINIUS BUTT.

after serving half of his term. He still belongs to the Grand Lodge and is also a member of the Improved Order of Red Men; Independent Order of Odd Fellows (of which he is past grand); Benevolent & Protective Order of Elks; Junior Order of United American Mechanics; Woodmen of the World; Improved Order of Heptasophs; and Knights of the Mystic Chain. He is staff captain of the First Regiment, Virginia Artillery; and is first assistant foreman of the Independent Steam Fire Engine Company, No. 1, the largest volunteer fire organization in the country. Mr. Bland is a man of estimable character, and has made legions of friends throughout this section of the State. He is a man in whom everyone places the most absolute confidence, as is evidenced by the overwhelming vote he receives whenever his name is before the public as a candidate.

He is now very prominently mentioned for the office of Congressman, as he was two years ago, when he refused to allow his name to be used in the convention in that connection. His many friends insist that he allow them to show their appreciation of his sterling worth,

VIRGINIUS BUTT, deceased, for many years a prominent and valued citizen of Portsmouth, Virginia, was commissioner of revenue for a period of 18 years, and was pronounced the best official who ever served in that capacity. He was born in Portsmouth September 30, 1848, and was a son of George W. and Elizabeth A. (Wood) Butt, both natives of Virginia.

George W. Butt was a carpenter by trade and followed that occupation all his life, dying in 1853. His widow is still living and is an honored resident of Portsmouth. She has passed the 75th milestone in the journey of life. He was a member of the Court Street Baptist Church. Four children blessed their union, as follows: Ellis A., a resident of Portsmouth, who is chief clerk in the Navy Yard; Shelton L., who resides at Atlantic City, New Jersey; Virginius; and Otis, who died in infancy.

Virginius Butt attended school in Portsmouth, after which he learned the trade of a carpenter. He was engaged as a contractor and builder, under his own name, and built many fine residences and buildings in Portsmouth. He went to work in the United States Navy Yard and was elected commissioner of revenue in 1880. His services were such that he was re-elected upon the expiration of his term, and was re-elected each succeeding term for a period of 18 years. He served in that office until his death, November 11, 1898, at the age of 50 years. He was considered one of the solid business men of the city, and was everywhere held in the highest esteem. During the "seventies" he served as a member of the City Council. Fraternally he was a member of Atlantic Lodge, No. 24, K. of P., of which he was keeper of the seal for 26 years; A. F. & A. M.; I. O. R. M.; and Royal Arcanum. He was a Democrat in politics and took a deep interest in local affairs.

May 11, 1870, Mr. Butt was joined in marriage with Sallie F. Grimes, a native of Portsmouth, and a daughter of Herbert and Frances (Meiggs) Grimes, both her parents being dead. Her father was a farmer for years but was working in the Navy Yard when he contracted the yellow fever, in 1855, which resulted in his death. Mrs. Grimes was afterward married to Richard Drake, and the surviving offspring of her second union are Varina and Adrienne. She died in May, 1899, at the age of 67 years. Mr. and Mrs. Grimes were members of the Court Street Baptist Church. Mr. and Mrs. Butt became the parents of three children, Lela E., Sadie H. and Virginius, Jr. Lela E. is the wife of William W. Perkins, by whom she has one daughter, Sallie Virginia. Mrs. Butt is a member of the Court Street Baptist Church, whilst the children belong to Mon-

umental Methodist Episcopal Church, South, of Portsmouth. A portrait of the subject of this sketch appears on a preceding page.

WILLIAM E. WARREN, the accommodating commander of the steamer "Virginia," running between Newport News and Norfolk, has been in the employ of the Chesapeake & Ohio Railway Company for the past 19 years. He first served as mate for some time, until he was advanced to his present postion as master, and has held the latter position for the past 14 years. William E. Warren was born January 9, 1856, in Richmond, Virginia, and is a son of Elijah E. and Amanda (Quarles) Warren.

Elijah E. Warren as born in Massachusetts, and after obtaining his scholastic training adopted the occupation of a bookkeeper. He was united in marriage with Amanda Quarles, a native of Richmond, Virginia, and they had six children, of whom three survive, namely: Charles H., who is a prosperous druggist in Richmond; William E., the subject hereof; and John A., who is engaged in the printing business at Richmond. Mr. Warren was a decided Democrat in his political opinions, and was at one time assistant city treasurer of Richmond. He and his worthy wife were both devoted members of the Protestant Episcopal Church during their lives, and were ever faithful to their religious vows. In 1880 Mr. Warren died, at the age of 75 years, and his wife survived him for six years, and died at the age of 65 years. In fraternal circles Mr. Warren was considered a prominent member of the Masonic order.

William E. Warren attended the public schools at Richmond. After the close of his school days he went to sea, and made two voyages to South America as cabin boy. On his return he worked on the coasting vessels plying between Richmond, Norfolk Philadelphia and New York, and learned much that helped him during later years. His next position was on a tug-boat on Chesapeake Bay and the James River, where he held the position of mate, and later was promoted to be master. Soon afterward he entered the employ of the Chesapeake & Ohio Railway Company, as mate, and later became master, which latter position he still holds on the steamer "Virginia."

Mr. Warren was united in marriage, October 25, 1898, with Annie Higgins, who was born in Richmond, Virginia, in 1876, a daughter of William H. and Jeannette Higgins. They have two children,—William H., born in 1899, and Mabel Louise, born August 22, 1901. Mr. and Mrs. Warren are members of the Methodist Episcopal Church, South. Fraternally, Mr. Warren is a member of the Elks, Norfolk Lodge, No. 38, B. P. O. E. He is esteemed and respected as a representative citizen.

CAPT. WILLIAM E. LUCKETT, who is in command of the steamer "Washington," running between Norfolk and Washington, D. C., is one of the most able seamen who has charge of a vessel between those two ports. He was born in Washington, D. C., December 29, 1854, and is a son of Francis and Jane (Dove) Luckett. He comes of a patriotic family, both of his grandfathers having served in the War of 1812.

Francis Luckett, the father of William E., was born in Washington, D. C., and was also a master mariner. He died at the age of 52 years. His wife, a native of Virginia, still survives him, and is making her home in Washington, D. C. Eleven children were born to this couple, five of whom still survive. They are John F.; Francis M.; William E.; Miranda; and Jane.

Capt. William E. Luckett, grew to manhood in Washington, D. C., where he received his education. When 13 years old he went on



CAPT. JOHN F. CASON.

one of his father's sailing vessels and in 1879 became a licensed pilot, although he had been a pilot two years previous to that time. The first steamer of which he was given command was the "Excelsior," which belonged to the Potomac Company. He was given command of the "Newport News," of which he was captain until transferred to the captainship of the steamer "Washington." This vessel is one of the most modern, up-to-date steamers plying between Washington and Norfolk. Captain Luckett was given charge of that steamer April 16, 1901. He has been in his present employ for the past eight years, and has never had a complaint made against him, nor has he been brought before the harbor master for any mismanagement. His record is a clean one, worthy of the highest praise. He is held in high esteem by all who have aught to do with him, and is a man of honor and fine character.

Captain Luckett married Blanche G. Adams, of Washington, D. C., and they make their home at No. 1009 5th street, southeast, in that city. The Captain is a member of Andrew Jackson Lodge, No. 120, A. F. & A. M., of Alexandria, Virginia; Mount Vernon Chapter, No. 14, R. A. M.; Old Dominion Guard, No. 11, K. T.; Lodge No. 4, Order of the Eastern Star, of Washington, D. C.; and Harbor No. 31, Association of Masters & Pilots of Steam Vessels of the United States.

CAPT. JOHN F. CASON, who is in command of the steamer "Pennsylvania," of Philadelphia, was born in Norfolk County, Virginia, and is a son of Frederick and Margaret (Wallace) Cason, both natives of Virginia. The father was a farmer by occupation, and died in 1866, being survived by his wife, who lives at Brambleton. He was a member of the Methodist Episcopal Church, South.

Captain Cason was five years of age when his father died. He attended the public and pay schools of Norfolk County, and after leaving school went into the employ of the Albermarle & Chesapeake Canal Company at Great Bridge and remained in that connection for two years. He then went aboard the steamer "Lynnhaven," as deck-hand, running between Norfolk and North Carolina ports. After continuing as such for a period of six or eight months he went, as mate, on board the steamer "Hygeia," running between Elizabeth City, North Carolina, and Fairfield, North Carolina, and carrying mail. Two years later he commenced as pilot on the steamer "Lizzie May," used in building the Norfolk & Southern Railroad. After spending six months in that capacity, Captain Cason became mate on the steamer "Carrie," making the same ports as the "Hygeia." The vessel broke down and he came to Norfolk on board the tug "Nettie," owned by the wrecker, James Cole. He continued as mate on this tug for two years, and then became its captain. He was subsequently captain on the tug "Gates," owned by Joseph Baker, and also on the "Mollie Wentz," and others. He was next captain of the "Belle of Virginia," belonging to Mr. Wimple, and was engaged in towing between Murfreesboro and Norfolk. He continued thus for one year, and then became captain of the tug "Norfolk," belonging to the New York & Pennsylvania Railroad Company. Subsequently he was captain of the tugs "Portsmouth" and "Philadelphia." After the lapse of six years he went on the steamer "New York," as mate, and in a short time was advanced to be captain. He was afterward on the steamer "Cape Charles," of the same line, until she was burned. In March, 1899, he assumed command of the "Pennsylvania," which runs between Cape Charles and Norfolk.

Captain Cason was united in marriage, in 1884, with Bettie D. Tatem, a daughter of Joseph and Jane (Sparrow) Tatem. She was born in Norfolk County, Virginia, in 1862, and died March 19, 1895. They became the parents of six children, of whom four are now

living, namely: Alexander W.; Bettie T.; Jennie S.; and Clyde G. Religiously the captain is a member of St. Paul's Protestant Episcopal Church, of Berkley. In politics he is a stanch supporter of the principles of Democracy. He has had a life of stirring activity and has met with many interesting adventures on the water. A man of strong personality, he has the good will and respect of everyone with whom he comes in contact. A portrait of Captain Cason accompanies this sketch of his life.

LEANDER T. BLICK, one of Norfolk's oldest contractors and builders, who has been engaged in that business in Norfolk County for over 50 years, was born in Petersburg, Virginia, in 1829. He is a son of Thomas Blick, who served in the War of 1812, and spent most of his life as a civilian in Petersburg.

Leander T. Blick, whose name opens these lines, was reared and schooled in Petersburg. He served an apprenticeship at house building and general carpentry, and in the fall of 1850 came to Norfolk, where he worked at his trade until 1855. He then began general contracting, the first two houses which he erected being on Church street, between Main and Water streets, for Louis Salisbury. His first partner in business was John Edmonds, but the firm soon became known as Blick & Jakeman, Mr. Jakeman having become a partner in the business. This firm continued unchanged for 25 years. When Mr. Jakeman died Mr. Blick took his son into partnership. He has worked mostly on residences, and some of the best homes in Ghent and Norfolk have been erected by him. He has also built many of the large stores and warehouses in Norfolk. He has a thorough knowledge of contracting and building, and his many years of experience prove his ability to compete with newer firms. Although Mr. Blick is represented in the firm and looks after the business, his son takes most of the active charge of the business, and is one of the most prominent business men of the city.

Mr. Blick married Amanda Belote, a daughter of James L. Belote, of Norfolk. She died in 1875, and of eight children born to this union, those living are as follows: Alice, wife of Walter H. Barnes, of Goldsboro, North Carolina; James Thomas, who is engaged in business with his father; Charles F., who is a wholesale and retail grocer, of Portsmouth; and Lillie Irene.

Mr. Blick served 12 months in the Confederate War, being stationed in the Navy Yard at Portsmouth. He has served as a member of the City Council of Norfolk, and is a member of the Board of Trade and Business Men's Association of Norfolk. He has always been an active member of the I. O. O. F., serving in all the offices of the local lodge and in the Grand Lodge of the State. He has never drawn benefits from this lodge. Mr. Blick is one of the best known of the older citizens of Norfolk County, and is a man of charitable deeds, and a kind and generous nature.

JOSEPH C. PRINCE, who holds the responsible position of superintendent of the warehouses of the Norfolk Warehouse Association, has been engaged in the cotton business all his life. He was born in Norfolk, Virginia, December 29, 1866, and is a son of Michael and Margaret Prince.

Joseph C. Prince attended the schools of Norfolk, where he grew to manhood. When he was a mere boy he began work in the cotton warehouses at Norfolk, and has filled every position in that business. The cotton industry is one of the leading industries of Norfolk, and Mr. Prince has charge of all the cotton which comes into the warehouses of the Norfolk Warehouse Association. He fills the position of superintendent with great acceptability, and is fully qualified to hold any position



GEORGE A. BEW.

in the cotton business. He has a thorough knowledge of the industry, and too much credit cannot be given him for the manner in which he takes charge of the cotton which comes into Norfolk. He is also superintendent of a large ice plant, which is a part of the Norfolk warehouse system, and of a mill for grinding plaster rock used for fertilizing. Attention is paid to the two last-mentioned industries in the summer, when the cotton trade is slack.

Mr. Prince is a member of the Common Council of Norfolk, and has also served as a member of the Select Council for three terms, having been elected on the straight Democratic ticket. He never sought political preferment and only accepted this office at the earnest solicitation of his friends. He is a member of the Royal Arcanum and Elk lodges.

GEORGE A. BEW, State Pilot for the State of Virginia, whose portrait accompanies this mention, resides at Norfolk, and is an experienced navigator and pilot, whose equal is rarely met with by reason of his broad experience in that line of work. Mr. Bew is a native of Norfolk, where his birth took place February 2, 1872, and his early mental training was obtained from the public schools of that city. In 1889 he began the life of a seaman, doing his first work in a pilot boat. After serving a five years' apprenticeship under the Virginia Pilots' Association Mr. Bew was granted a license in 1894, as a Virginia State Pilot. After receiving his license he served on "Phantom No. 5," "William Starkey No. 2," and "William A. Graves No. 6," all pilot boats. At the present time he is serving as active pilot, either on the "Relief" or the "William A. Graves," the inner vessel.

The duties of a pilot are very important, as upon the pilots alone depends the safety of the vessel and all its passengers. It is the duty of these pilots to cruise at sea and meet all foreign steamers, steering them through dangerous places to Norfolk, Newport News and Hampton Roads. The United States Navigation Laws requires one pilot to be at the out-harbor constantly, which accounts for the outgoing and incoming pilot boats.

Mr. Bew is a son of Thomas J. and Cordelia (Sexton) Bew. His father is a boat-builder by trade and resides in Norfolk, being a prominent member of the Epworth League, of that city. His mother is an Episcopalian and is an active member of Christ Protestant Episcopal Church. Eight children were born to them, of whom four only are now among the living. They are: John W. and Charles D., both of whom are clerks in mercantile establishments in Norfolk; Nellie B., who married Capt. James G. Peake, a member of the Virginia Pilots' Association; and George A., the subject of this brief narrative. Like his mother, Mr. Bew is an Episcopalian. Fraternally he is a Mason of high degree, holding membership in Norfolk Lodge, No. 1, A. F. & A. M.; Norfolk United Chapter, No. 1, R. A. M.; and Commandery, No. 16, K. T., of Norfolk; and of Acca Temple, A. A. O. N. M. S., of Richmond, Virginia. He also affiliates with Norfolk Lodge, No. 32, I. O. O. F., and Minerva ribe, No. 100, I. O. R. M. In politics he favors the Democratic party, but has never been prevailed upon to accept office. He is, however, filling his place as a good citizen of Norfolk and is esteemed by his many acquaintances.

CAPT. CHARLES H. JOHNSON, who holds the responsible position of harbor master at Norfolk, Virginia, is a son of Capt. William Y. Johnson, and was born in Baltimore, Maryland, November 17, 1855.

Capt. William Y. Johnson was one of the best-known men of Norfolk. He was born in Dauphin County, Pennsylvania. He received

his preliminary education in the schools of his native county, after which he began work on a railroad in the neighborhood where he was raised. In 1868 he left his native State and removed to Virginia, first locating at Portsmouth. In 1881 he settled in Norfolk, where he continued in the line of business which he entered upon coming South. He was inspector of steamboats at Norfolk for many years, and was otherwise interested in marine service. In 1885 he was selected as one of Norfolk's representatives in the Virginia House of Delegates, where he served for two sessions. He was for a number of years a member of the City Councils. In 1894 he was appointed inspector of hulls of steam vessels, a position which is under the civil service rules. His record in that position could not have been better, and he performed his duties with faithfulness until the time of his death, which occurred in Norfolk, October 5, 1901. His wife, Huldah M. Johnson, who was born in Maryland, is still living at her home in Norfolk. Their family consisted of four children, namely: Charles H.; Wood P.; Hattie H.; and Porter Y. Capt. William Y. Johnson was a genial and courteous gentleman, greatly beloved by all, and his death was deeply felt in the community. He had served his county and State with distinction, and the place he occupied will not be easily filled.

Capt. Charles H. Johnson, the subject of this biography, came to Norfolk when he was a mere boy. There he was schooled, and at the age of 14 years began his life as a mariner. He first served as clerk on one of his father's vessels, and filled various positions up to those of pilot and master. His first command was that of the "Harbinger," of which vessel he took charge in 1878. He continued in steamboat service until 1897, when he was appointed to his present position of harbor master. Each day finds him at his post of duty, discharging his duties in a faithful and conscientious manner. He is a man of honor and integrity, and possesses a pleasing personality. Captain Johnson is a member of the Association of Masters & Pilots of Steam Vessels of the United States.

HON. D. TUCKER BROOKE, attorney-at-law and ex-judge, stands at the head of his profession in Norfolk, Norfolk County, Virginia. He was born in Richmond, Virginia, April 28, 1852, and comes of a long line of distinguished ancestors, many of whom resided in Richmond. He is a son of Hon. Henry L. Brooke, grandson of Hon. John T. Brooke and great-nephew of Robert Brooke, who was governor of Virginia in 1794.

Hon. John T. Brooke was a leading lawyer of his day. He had a brother, Francis T., who was also an attorney and judge, and another brother, Dr. Lawrence Brooke.

Hon. Henry L. Brooke was Commonwealth's attorney of Richmond for several years. He married Virginia Tucker, a sister of Hon. John Randolph Tucker, of Richmond.

Hon. D. Tucker Brooke attended private schools in his native city, and then completed an academic course at the school of Virginius Dabney, at Middleburg, Virginia. He took a course of one year in the University of Virginia, after which he taught public and private schools for a period of nine years. July 11, 1873, he entered the law office of Hon. Tazewell Taylor, where he thoroughly digested Blackstone, and was admitted to practice law in October, 1874. He then opened an office with George McIntosh under the firm name of McIntosh & Brooke, which continued until 1879. Mr. Brooke then continued alone until June, 1880, when a partnership was formed with Thomas R. Borland. In February, 1884, the subject of this sketch was elected by the legislature to fill an unexpired term of Judge Godwin, as judge of the Corporation Court. He served in a most creditable manner, and was re-elected by the legislature for a term



MATT. M. TUNIS.

of six years, ending in 1895. He then returned to the practice of his profession in Norfolk, where he enjoys a very large clientage. His ability as a counsellor and advocate are well known, and as a citizen, who has every interest of the city at heart, he ranks equally high. June 12, 1901, Mr. Brooke took his seat in the Constitutional Convention at Richmond.

Judge Brooke was joined in marriage with Lucy B. Higgins, a daughter of Ignatius Higgins of Norfolk, and they became parents of six children, as follows: Lucy D.; Eloise M.; Henry Lawrence; Mary Walton; Lena Randolph; and Marguerita Custis.

MATT M. TUNIS, a prominent representative of the younger element of the legal profession of Norfolk, Virginia, whose portrait is herewith shown, has displayed exceptional ability in his chosen vocation, and already commands a lucrative practice. He was born in Talbot County, Maryland, in 1873, and is a son of Theophilus Tunis, who is president of the Tunis Lumber Company, and was formerly a State Senator from his county.

Matt M. Tunis obtained an educational training at Geogretown College and in the University of Virginia, where he pursued the study of law, and was graduated in 1895. He was admitted to the bar of Virginia in July, 1895, and immediately thereafter located at Norfolk. He devoted himself entirely to his profession, and very shortly had a large clientage, which has steadily increased. In 1899 he formed a partnership with Richard B. Taylor, under the firm name of Tunis & Taylor, and they have comfortable and commodious offices in the Taylor Building. He has a large general practice and is secretary, treasurer and attorney for the South Norfolk Company, a concern organized for the improvement of a large tract of land in Berkley, and which, in the course of time, will become one of Norfolk's greatest projects. He is also attorney for the Tunis Lumber Company, and vice-president of the Virginia Sawmill Company, of which he was one of the organizers.

Mr. Tunis has recently moved to Norfolk County. He is enthusiastic in his support of the straightout Democratic party and one of its leaders.

He is a gentleman of fine physique, fond of athletic sports, and is a member of the New Boat Club. He possesses many pleasing traits of character, and numbers his friends by his acquaintances.

GEORGE LEMUEL NEVILLE, an extensive lumber and hardware dealer of Portsmouth, Norfolk County, Virginia, was born in that city, January 8, 1836. He is a son of Willis and Margaret (Hays) Neville. The Neville family originally came from England, and its descendants are now in possession of a coat of arms which dates back to 1066.

Willis Neville was born in Norfolk County, December 28, 1812, and was a son of Willis. George L. Neville's mother, Margaret (Hays) Neville, was a daughter of Lemuel Hays, and a native of Norfolk County. She died in 1875, aged 71 years; Mr. Neville died in 1883. They reared five children, namely: William Allen, who is living in Portsmouth; George Lemuel, the subject of this sketch; Elizabeth Frances, the widow of Samuel S. Peed, who was engaged in the mercantile business in Norfolk for many years, and who died in 1895; Willis Henry, who died in Portsmouth, in 1883; and Robert Pullen. Willis Henry Neville's wife and family recently removed to Texas; he left four sons and one daughter, namely: George Wilder; Frank L.; Willis Cushing; Edward L.; Ruth Lane; and Wendell Cushing. George Wilder Neville is a member of the firm of Weld, Neville & Company, cotton dealers of Houston, Texas. They carry on an immense business, having branch offices

in New York, Liverpool and other large cities. Frank L. and Willis Cushing Neville are also engaged in the cotton business. Wendell Cushing Neville is a captain in the marine service. He had the honor to be one of the first to land in Cuba, and was also a member of the first party to enter Pekin, China. He is now in the Philippines, serving as governor of Isabela Island. Robert Pullen Neville, brother of our subject, is a warrant officer in the United States Navy, and is a resident of Portsmouth.

George Lemuel Neville, the subject of this sketch, attended the common schools of Portsmouth. At the age of 15 years he left school to begin work as a clerk in the wholesale grocery store of Keeling & Pratt. He remained with that firm for some time, and next went into the lumber business as clerk for George W. Peete. Later he worked for R. J. Neely until the outbreak of the Confederate War. He ran the blockade to Richmond, where he entered the Confederate Army, and served as bookkeeper in the treasury department. Being a fine bookkeeper and splendid accountant, he was kept there, mainly performing that line of duties until the evacuation of Richmond. He returned home to be married, but was obliged to leave his young wife and return to Richmond, as that city was threatened. He saw active service for a while, and worked in the trenches, where his hand was blistered. He applied for a furlough, which was not granted at once, although it was approved later, and then he returned to his home in Portsmouth.

In Portsmouth Mr. Neville engaged in the lumber business, and later on also took up the hardware business with James M. Butt, the firm being Butt & Neville. It was established in 1877, and continued until the death of Mr. Butt. Mr. Neville then conducted the business alone for some time, and four years ago William L. Grubb was admitted as a partner. They do a large business annually, and are well known in Norfolk County. Mr. Neville is a fine business man, and has met with much success in his career.

He was married to Sarah Ellen Newman, December 28, 1864. She was born in Isle of Wight County, and is a daughter of John and Sarah (Norsworthy) Newman, who were both natives of that county. Mr. Neville and his wife reared seven children, namely: Nellie Newman; Sallie Newman; Rosa Newman, deceased; Georgia Lee, who married Walter H. Dey, of Norfolk; Mary Marvin, deceased; George L., Jr., who is at home; and Joseph Hugh, who is teaching school at Capron, Southhampton County, Virginia.

Mr. Neville was elected sergeant of the city of Portsmouth soon after the close of the war, and remained in that capacity until displaced during the reconstruction period. Fraternally, he is a member of the I. O. O. F., having joined that organization over 40 years ago. He is also a member of the Royal Arcanum. He is a member of the board of trustees and treasurer of the Portsmouth Orphan Asylum; a member of the board of directors of the Merchants' & Farmers' Bank, and also of the Bank of Portsmouth. He is a director in the Bay-Shore Terminal Company, which has its main office in Norfolk; and is vice-president and a member of the board of directors of the Consolidated Turnpike Company.

Religiously, Mr. Neville is a member of the Methodist Episcopal Church, South, of Portsmouth. No public enterprise is complete without his assistance, which he has always given most cheerfully. He is one of the most enterprising and progressive citizens of Portsmouth, and is held in high esteem by all who know him or come in contact with him.



T. EASTWOOD, one of the rising young attorneys of Portsmouth, Norfolk County, Virginia, is a native of that city, and a son of M. D. Eastwood. M. D. Eastwood has been a resident of Portsmouth for the past 45 years, and is one of that city's prominent and influential citizens.



GEORGE H. H. WOODHOUSE.

W. T. Eastwood received his primary education in the schools of Portsmouth, and later took an academic course of two years at William and Mary College. In 1900 he entered the University of Virginia and pursued a course of law in that institution, where he graduated in June, 1901. He at once began the general practice of his profession in Portsmouth, opening an office in the Commercial Building. He has won recognition in legal circles as a lawyer of much natural ability. He possesses a sound judgment, and is conscientious and thorough in all his undertakings. He has a large practice, which is steadily increasing, and to which he gives his entire attention.

Mr. Eastwood was one of the original committee, composed of three members, to draw up the charter for the organization of the Portsmouth Business Men's Association. He resides with his parents at No. 308 North street. The family are members of the Protestant Episcopal Church.

GEORGE H. H. WOODHOUSE, who has rendered valuable service to the city of Norfolk as clerk of the City Market, is a veteran of the Confederate War. He was born near Nimmo's Church, in Princess Anne County, Virginia, July 3, 1840, and comes of an early and honored family of that county. He is a son of John Franklin Woodhouse, and grandson of Josiah Woodhouse, both of whom were born in Princess Anne County. Both followed agricultural pursuits.

John Franklin Woodhouse married Nancy May, and both died when the subject of this sketch was young, the father, at the age of 56 years, and the mother at the age of 48 years. They were the parents of nine children, as follows: Josiah; Ann Eliza; John Thomas; William; Elizabeth; Solomon; Henrietta; a daughter who died in infancy; and George H. H.

George H. H. Woodhouse, being left an orphan in childhood, had to do the best he could to earn a living. He attended school when the opportunity was presented, and in the meantime engaged in farming. He married Maria J. Harrison, a daughter of George W. Harrison, and the union proved a happy one. Hand in hand they fought adversity, working and saving, and when their circumstances became better Mr. Woodhouse had the misfortune to lose his beloved wife in her 21st year. They had one son, Arnold James, who died at the age of 30 years. When the Confederate War broke out, Mr. Woodhouse was one of the first to enlist, to fight for the cause of the South. He joined Company F, 6th Regiment, Virginia Infantry, known at the time as the Seaboard Rifles. He was a brave and gallant soldier, and always performed his full share of duty, and more. In the battle of Malvern Hill he was shot in the left arm, and it became necessary to amputate that member at the shoulder. As soon as he was able he returned to his company to do what service he could and fought until Lee's surrender. After the war he returned to farming and raised a general line of produce. He purchased oyster beds and oyster boats, and engaged in shipping oysters and fish, in addition to supplying them for the home market. He carried on this business until 1898, when he practically retired and moved to Norfolk, although he still owns his farm and his oyster interests.

In July, 1900, the citizens of Norfolk chose Mr. Woodhouse as clerk of the City Market, to succeed Abe Moses. The Norfolk City Market was begun in the early days of the city and was located on Commercial Place for many years. In 1890 the present location was chosen, it being back-water ground of the Elizabeth River. It was filled in, piles were driven and a brick building was erected, which was opened for trade in October, 1893. The meat market consists of about 25 stalls, and there may be obtained the best of the home product and that of the great West. Fruit, vegetables, game and fish stands, to the number of

60, are stocked with the best of the season's produce, and the market as a whole is unexcelled anywhere in the South. The old ordinance required that all markets should close at 12 o'clock noon, except Saturday, but Mr. Woodhouse was instrumental in the repeal of that ordinance, and they are now allowed to keep open all day. It is his duty to see that the market is kept clean and that the people are properly dealt with, and in this he has discharged his duty to the entire satisfaction of every one, being ably assisted in his work by Deputy Clerk J. Glover.

Mr. Woodhouse formed a second matrimonial alliance, wedding Georgianna B. Ewell, a daughter of Solomon Ewell. This union has resulted in no issue, but Mr. and Mrs. Woodhouse have reared several children, giving them the affection and advantages which they would confer upon children of their own. Mr. Woodhouse is a member of the Improved Order of Red Men; Pickett-Buchanan Camp, Confederate Veterans; the Elks; I. O. O. F.; K. of P.; and the Eagles. A portrait of Mr. Woodhouse is shown on a preceding page.

ALEXANDER B. BUTT, a prominent business man of Portsmouth, Norfolk County, Virginia, is cashier of the People's Bank of Portsmouth. It is one of the leading banks of the community, and was organized in 1893, with John H. Hume as president, and Mr. Butt as cashier. Upon the death of Mr. Hume, Franklin D. Gill, the present incumbent, was elected president. Its directory consists of many prominent business men, whose names are a warrant of the bank's stability. They are James F. Crocker, Charles R. Nash, C. T. Phillips, C. L. Culpepper, M. D. Eastwood, John T. King, Cornelius Thomas, Charles A. McLean and Franklin D. Gill. They have a paid-up capital stock of $50,000, and do a general banking and deposit business. They first started out, west of their present location, on High street, but at that time bought the present building at the corner of High and Crawford streets, and later remodeled the building. It is a substantial three-story structure, constructed of brick and stone, the first floor being devoted to banking purposes and especially to facilitate that work, and the upper floors being given up to office use.

Mr. Butt was born in Portsmouth and is a son of Dr. H. F. Butt, also a native of Portsmouth, and at the time of his death the oldest practicing physician there. Mr. Butt's mother is still living, and he has three brothers and three sisters, all living in Portsmouth.

Mr. Butt has had for his age an extensive experience in the banking business. He began at the bottom, in the Bank of Commerce, in Norfolk, and continued in different positions with that bank for a period of 10 years; since 1893 he has occupied his present position. He also has many other business interests, being secretary and treasurer of the Portsmouth Knittinig Mills, of which Mr. Gill is president; a director of the *Portsmouth Star;* and 1st vice-president of the new Business Men's Association of Portsmouth. He is a member and officer of several different insurance organizations.

Mr. Butt was joined in marriage with Miss Nimmo, and they have four children. For years he has been a member of Trinity Protestant Episcopal Church, of which he is a vestryman and treasurer.

HUGH JOHNSTON, who is editor of the *Norfolk County Democrat,* which is published in Berkley, Norfolk County, Virginia, was born in Edgecombe County, North Carolina, November 15, 1875. He is a son of George W. and Laura Johnston.

George W. Johnston was born in North Carolina. He is now engaged in farming in

Sussex County, Virginia, and is well and favorably known in that community. He served as justice of the peace for a number of years. He is now 50 years old, and his wife is 48 years of age. They are members of the Baptist Church, in which Mr. Johnston is an officer. Of nine children born to this couple, the subject of this sketch is the eldest.

Hugh Johnston received his early mental training in private schools of North Carolina, in the public schools of Virginia, and at Churchland Academy in Norfolk County. Later he attended Richmond College. He afterward taught in the public schools of Norfolk County for four years. He began to work for the *Norfolk County Democrat,* in September, 1901, having assisted in the organization of that paper. It is conducted by a stock company, and has started with very good prospects. It advocates the principles of the Democratic party, and has met with a good measure of success.

Mr. Johnston takes an active interest in politics, and is one of the most enterprising citizens of Berkley, where he is held in high esteem by all who come in contact with him.

CHARLES JAMES WOODSEND, a member of the Business Men's Association of Berkley, Virginia, is an architect and builder of that town, and an expert artisan. He has been a resident of Norfolk County for the past 14 years, and has spent 12 years of his life in the United States Navy Yard. Mr. Woodsend is of English nativity and was born in London in September, 1847.

In the year 1868 he came from England to the United States and was located in Boston for a short time. Thence he went to Ontario, Canada, and from there to Northern Michigan, where he resided until 1887. Then he left Michigan and came to Norfolk County, Virginia. Norfolk City was his home for the next five years, when he moved to Berkley, and has been numbered among that town's residents ever since.

In 1869 Mr. Woodsend was united in marriage with Maria E. Toman, who was born in 1847, at Preston, Canada. They have one child, Edward, who was born in 1870, and who married Carrie C. Vrooman; he is a member of the Jefferson Pie Company, of Norfolk. Mrs. Charles J. Woodsend is a member of the M. E. Church, South. The subject of this sketch is a Mason, and a member of Canadian Order of Foresters.

Mr. Woodsend is a shrewd business man and a successful manager, and has accumulated a comfortable competency. He is regarded as one of the progressive men of his section of the county, and stands high in the estimation of the public. He is a man of high principles, honest and straightforward, and numbers his friends by the score.

W. H. BRITTINGHAM, a contractor and builder of Portsmouth, Norfolk County, Virginia, was born on Deep Creek Road, three miles from Portsmouth, in November, 1836. He is a son of William P., and grandson of Micajah Brittingham.

Micajah Brittingham, the grandfather of W. H., was a cooper by trade, and also farmed during his life. He served in the War of 1812. William P. Brittingham, his son, was born in Maryland, July 4, 1806, and was but five years old when his parents removed to Norfolk County, Virginia. He bought a farm adjoining his father's, three miles from Portsmouth. He married Martha Smith, who was born in Norfolk County. William P. Brittingham served as deputy sheriff under Mr. Manning, during his early years, and then accepted a position with the Norfolk County Ferries, where he continued until his death, in 1855. He died from yellow fever, at the age of 50 years. W. H. Brittingham has one sister liv-

ing,—Elizabeth,—who married O. H. Edwards, and resides in Portsmouth.

W. H. Brittingham, whose name opens these lines, attended the county schools one year, and later went to Prof. N. B. Webster's school in Portsmouth. He left school at the age of 15 years, and was apprenticed to John P. Minter, to learn the trade of a house carpenter. When his father died (his mother having previously passed away), he took charge of the family, which consisted of nine children,—a very large undertaking for a young man just starting out in life. He worked in the Gosport Navy Yard until the outbreak of the Confederate War, when he enlisted in the old Portsmouth Rifle Company, which was organized in 1792. It became known as Company G, 9th Regiment, Virginia Infantry, Armistead's Brigade, Pickett's Division. He took part in the battles of Malvern Hill and Gettysburg, and was slightly wounded in the latter. He was in all the battles in which his regiment participated during the closing days of the war. He was captured at Sailor's Creek three days before the surrender, and was confined at Point Lookout, leaving there on the last special release.

After the war, Mr. Brittingham returned to Portsmouth, where he again took up his trade. In 1873 he began contracting for himself, and has followed that line of business ever since. He employs a large number of men to assist him. He built the Market, Kirn Building and many houses in Norfolk. His work is of a very high order, and he is well known in Norfolk County. He lends his assistance to any public enterprise which is undertaken for the advancement of Portsmouth, and is one of that city's most influential citizens.

Mr. Brittingham married Miss S. W. Brickhouse, who was born on the Eastern Shore of Virginia, near Accomac. They have six children, namely: Mary B., who is teaching school in Portsmouth; Martha P., a teacher of Norfolk County; William V., a bookkeeper and plumber; Philip B., who clerks for Mr. Barlow; Smith R., a law student; and Edith B., who is at school.

Mr. Brittingham is a Democrat in politics. He was formerly a member of the Knights of Pythias and the Order of Chosen Friends. He is a member of the Monumental Methodist Episcopal Church, South, being steward of that church, and one of its active workers. He has a host of friends in Portsmouth, who honor him for his many good traits of character.

R. D. CUTHERELL, one of the old residents of Portsmouth, Norfolk County, Virginia, and a ship-joiner in the United States Navy Yard in that city, was born in Portsmouth in 1831. He is a son of Samuel Cutherell, and grandson of Samuel Cutherell.

The Cutherell family located in Great Bridge in 1625, and were the first Methodists in Tidewater Virginia. Preaching was carried on in R. D. Cutherell's great-grandfather's family for over 40 years, and it was this great-grandfather who donated the land on which the Cutherell Meeting House was erected in 1770. The Cutherell family in those days often entertained as many as 40 people, at one time, in their home. When the British passed through Norfolk County, Mr. Cutherell buried all of his valuables in a field. He was obliged to feed the soldiers, and in return was most shamefully abused.

Samuel Cutherell, the grandfather of R. D., was born in Portsmouth. He was commissioner of revenue and collector of taxes for many years. He served in the War of 1812, helping to defend Craney Island.

Samuel Cutherell, the father of the subject of this sketch, was also born in Portsmouth. He was a contractor and builder during most of his active life. For many years he was secretary of the Chambers Hook and Ladder



ALBERT JASON WHITEHURST.

Company of Portsmouth, then known as the Resolute Fire Company. He married Mary Virginia Stanhope, a daughter of William Stanhope, of Norfolk City. William Stanhope was a lieutenant of a cavalry company from Norfolk during the War of 1812. He manufactured hats, and later in life moved to the West, and for some time conducted a large fur-warehouse in Missouri. This warehouse was destroyed by the Indians. He then returned to Norfolk, where he died, and was buried in St. Paul's Churchyard. His mother was, at the time of her death, the oldest resident of Norfolk. Dr. Crawford Toy, a professor of languages at Cambridge University, and a very eminent man, is one of her descendants.

R. D. Cutherell, the subject of this sketch, was reared and schooled in Portsmouth, where he was apprenticed as a house-builder, under W. G. Butler. His contract with that gentleman ended in 1851. He then conducted that business alone for a number of years, and when the Confederate War broke out he was detailed to work on war vessels, among them being the "Merrimac" (C. S. S. "Virginia"). After the close of the war he carried on contracting until 1886, when he entered the United States Navy Yard at Portsmouth as a ship-joiner. He is a splendid workman, and much confidence in his ability is felt by his employers and those beneath him in grade.

Mr. Cutherell married Mary F. Simmons, a daughter of Andrew Simmons, who was principal of the public schools of Portsmouth for some time. Mrs. Cutherell also taught school for a while. She died in 1888, aged 58 years. Of eight children born to this couple, five are now living, namely: Anna V., the wife of John L. Beaton, of Portsmouth; Samuel D., a government storekeeper in California; Fannie F., widow of the late George A. Scott; Jennie, S.; and Robert D., Jr., who is in the hardware and mill-supply business in Norfolk; Eva; Emily Amelia (Williams); and Mary Wightman are deceased.

Politically Mr. Cutherell is a Democrat. He is a member of the I. O. O. F. Religiously, he is a member of Monumental Methodist Episcopal Church, South, and was secretary of the Sunday-school for 33 consecutive years. He is now a teacher in that body. Mr. Cutherell has many interesting curios, which have been collected from all over the world. He has in his possession the Whig ticket voted by his grandfather in 1844, for Henry Clay as president, and Theodore Frelinghuysen as vice-president. His home is very charming, and is located at No. 200 Washington street, Portsmouth. Mr. Cutherell has watched with interest the growth and development of Portsmouth and Norfolk County, and has always given his assistance to any worthy enterprise.

ALBERT JASON WHITEHURST, whose portrait is herewith shown, is one of the most progressive real estate dealers and rental agents of Norfolk, Virginia, and his enterprise in that line has gone far toward making Norfolk the popular city it now is. He was born in Princess Anne County, Virginia, near Salem Church, and is a son of Neverson H. Whitehurst, now deceased.

Mr. Whitehurst was reared in the country, and in his early life engaged in farming. Upon arriving at manhood he moved to Norfolk and for a few years clerked for some of the leading grocers of the city. He then opened a retail grocery at the corner of Bute and Brewer streets, which he conducted for several years. He then sold out and followed the business of a broker until 1899, when, with M. V. Hammack, under the firm name of Hammack, Whitehurst & Company, he engaged in selling suburban property, and conducted a general real estate business. The partnership lasted until 1901, when Mr. Whitehurst began business alone under the firm name of A. J. Whitehurst & Company. He organized a com-

pany which purchased the J. S. Cooper truck farm of 35 acres, situated in the Seventh Ward, known as Park Place Ward, and laid it out in lots, which he is now placing on the market. Colley avenue runs through the center of this addition and is well graded. Walks have been built and shade trees set out, and there is a fine water frontage on the port. It is to be sold exclusively for residence purposes. Mr. Whitehurst handles property in Virginia Place and also considerable farming land. He is interested in the development of a large tract of land at Day's Point, where about 2,500 acres are being sold in small tracts for truck farms. Those already sold have been disposed of to men from Ohio and the West, who are well pleased with the transaction. Mr. Whitehurst has gained many friends by his enterprising business methods, and enjoys the confidence of all with whom he comes in contact. He was a member of the Board of Health of Norfolk for a period of two years, and had the honor of being its president.

Mr. Whitehurst is an active and enthusiastic member of Harmony Lodge, No. 19, I. O. O. F., and was the principal factor in organizing, on December 14, 1891, Norfolk Lodge, No. 32, I. O. O. F., with 321 charter members ranging in age from 21 to 44 years. This lodge has proved to be one of the most popular and prominent in Norfolk. Mr. Whitehurst has filled all of the principal offices of the lodge and is a member of the Encampment and Canton. He is a past grand of his lodge and past district deputy grand master of the Grand Lodge. He is also a member of the Woodmen of the World, and of the Brotherhood Accident Company, composed of I. O. O. F. members. He is president of the Young Men's Society of the Cumberland Street Methodist Episcopal Church, South, an office he has held for years, and belongs to the Epworth League. He is an active church worker, a member of the choir and a teacher in the Sabbath-school, having a class composed of 30 young men. He was joined in marriage with Lillian T. Dozier, a daughter of Marshall Dozier, and granddaughter of Dr. Clinton, of Norfolk. They have four children, namely: Marshall Neverson; Myra Bernice; Mildred Lucille; and Albert Jason, Jr.

ROSCOE J. DODD, who is chief clerk in the construction department at the Norfolk Navy Yard, is a gentleman of wide experience in that field of work. He was born at Portsmouth, Virginia, on St. Patrick's Day, 1855, and is a son of Matthew M. Dodd.

Matthew M. Dodd, who was born at Norfolk, was an officer in the navy for many years, and died in the service in 1857. He was attached to the line-of-battleship "Pennsylvania," and to the "Cyane," throughout the Mexican War. He made his home at Portsmouth. His wife was of the Gayle family of Mathews County, Virginia, where she was born. She died in 1872, having given birth to three children, namely: Lucy C., of Portsmouth, widow of T. J. Jenkins, who died in North Carolina, in September, 1901; a son, who was a locomotive engineer on the Seaboard Air Line Railway until he met death in an accident on February 22, 1896, in Weldon, North Carolia; and Roscoe J.

Roscoe J. Dodd was reared in Portsmouth, and there attended the public schools. At the age of 18 years he entered actively into business life by accepting a position as clerk with the Seaboard Air Line Railway. He resigned to accept the office of deputy clerk of the Portsmouth courts under Colonel James D. Brady, who was later collector of internal revenue for the district. He continued with Colonel Brady for a period of six years. He then served two years as deputy sheriff of Norfolk County, under John Lesner. He was then appointed clerk to Captain George A. Stevens in the navy, with whom he continued about 19 months, being attached during that time to the monitor

"Canonicus," and being at New Orleans during the political troubles between McEnery and Kellogg. He then returned home and was soon appointed captain's clerk on the steamer, "Pinta," under Lieutenant Commander N. M. Dyer, afterward Captain Dyer, who commanded the "Baltimore" in the engagement in Manila Bay, under Admiral Dewey. After retaining this position nearly a year he returned to Portsmouth, and shortly afterward accepted a clerical position with the Lobdell Car Company of Wilmington, Delaware, where he remained three or four years. Upon his return to Portsmouth, he was engaged in the United States Navy Yard for a time, and then accepted a position with the cotton firm of Eure, Farrar & Price at Norfolk. With this concern he continued until Cleveland's first administration. In June, 1885, he was appointed chief clerk in the navigation office in the Norfolk Navy Yard, which has since been merged into the equipment department. He filled that position until near the close of Cleveland's first administration, and then was transferred by Admiral Brown to the general storekeeper's department, as chief bookkeeper, in order to open the books under the new system inaugurated by Secretary Whitney. He held that position no longer than was necessary to get the books in order, and was then made chief clerk under Pay Inspector Joseph Foster, which was not a political position. He served as chief clerk under seven different storekeepers, being with each for a term of from one to two years. He was removed by Pay Inspector Bellows, in the latter part of Harrison's administration, and was succeeded by Mr. Van Vranken, from Philadelphia. He was out of that office less than a year, and was meanwhile employed by the Imperial Guano Company of Norfolk. Pay Director F. C. Cosby was sent here by the Paymaster General to relieve Mr. Bellows, and straighten the tangle affairs had gotten into, and one of his first acts was to send for Mr. Dodd, to resume his former position. The latter accepted and served with him and his successor Pay Inspector Burtis. He was appointed by Mr. Lisle, also, and served with him for three months, when he was, through the influence of the present chief constructor of the navy, Francis T. Bowles, transferred to the position of chief clerk of the construction department. Mr. Bowles was then in charge of the department, and was succeeded by Naval Constructor Albert W. Stahl, who served from October 4, 1895, to May 15, 1901, when he was succeeded by Naval Constructor Robert Stocker. Mr. Dodd has held more responsible positions than any other clerk, having been chief clerk in three different departments. He has supervision over the work of 31 persons, 26 of them being clerks.

Mr. Dodd married into the Dorsey family, one of the oldest families of Maryland, and has two children, Haywood S., who is 13 years of age, and is attending school; and Ada Dorsey, who is three years old. Fraternally, Mr. Dodd is a member of the Royal Arcanum and the National Union. He is liberal in his religious views. In 1892 he erected his present fine home in Cottage Place, and it is one of the most attractive in that district.

CAPT. IRA E. DOLE has been in the service of the Old Dominion Steamship Company for a number of years, and is one of their most trusted captains. He was born in Brewer, Maine, December 2, 1849, and is a son of Ira and Mary J. (Hayes) Dole.

The Dole family settled in Newbury, Massachusetts, in 1650, and were from the northern part of France. Ira Dole, the father of Ira E., was born in Limerick, Maine, and later settled in Brewer; his wife was born in the same town. He was a farmer and spent his days in the town of Brewer, his death occurring at the advanced age of 76 years. His wife died at the age of 36 years, and he again married. By his first union he had two chil-

dren,—Charles, a farmer of Holden, Maine, and Ira E., the subject of this sketch.

Capt. Ira E. Dole atttended school in Brewer, Maine, where he lived until he was 17 years old. At that age he went to sea on a sailing vessel, and from the lowest position soon worked himself to the top. His first command was a brig called the "Manson," of 300 tons. He remained on sailing vessels for a period of 15 years. His first steamer was the "Breakwater," and belonged to the Old Dominion Steamship line. His services with the Old Dominion Steamship Company began in 1882, and he has had charge of the following vessels: "Breakwater;" "Cleopatra;" "Richmond;" "City of Atlanta;" "Yorktown;" "Hamilton;" "Jefferson." He took command of the "Jefferson" in 1899. Captain Dole has sailed on the Northern and Southern Atlantic Ocean, the Mediterranean Sea and the South American side of the Pacific Ocean, these voyages all being made in sailing vessels.

Captain Dole married Dora E. Pierce, of Brewer, Maine, and they have two daughters,—Edith W. and Ethel N. Captain Dole belongs to the A. F. & A. M., and also to the Foresters. He makes his home in Arlington, New Jersey, where he is one of the best-known and most highly esteemed citizens.

CAPT. ISAAC H. BEALE, who has been connected with the Norfolk County Ferries for the past 17 years, has been identified with the progress and development of Norfolk for the past 28 years, is a highly respected citizen of that place. He was born in Southampton County, Virginia, April 27, 1849, and is a son of Jesse A. Beale.

Jesse A. Beale was born in Southampton County, and was a farmer during all his active life. He married Margaret March, who was born in Nansemond County, Virginia, and now resides in Ashland, Virginia. They had two children, namely: Isaac H. and Mrs. Annie Peel, of Ashland. Jesse A. Beale was a member of the old 13th Regiment, Virginia Cavalry, in 1849.

Capt. Isaac H. Beale began his seafaring life when a boy of 16 years. His first work was as an oyster culler, and from that he filled all the various positions on different crafts running from New York to Savannah. His first command of a steam vessel was in South Carolina waters. Since coming to Norfolk he has filled the positions of pilot and master, and for the past 17 years has been connected with the ferry-boats of Norfolk County. He is next to the oldest man in point of service, on the Norfolk County Ferries. He is very popular, and is well known in Norfolk. He has won many friends by his pleasing personality, and is greatly loved by all who know him.

Captain Beale married Anna McDonald, of Portsmouth, Virginia, and to them have been born two children,—McHenry and Annie L. Captain Beale is a member of the I. O. O. F. and Knights of Pythias lodges. Politically he is a Democrat.

C. O. WRENN, one of the progressive business men of Norfolk, Virginia, is a member of the firm of A. Wrenn & Sons, carriage and wagon manufacturers, a concern well known throughout the Southern States.

A. Wrenn & Sons operate the largest carriage factory in the South, which is located from No. 20 to No. 40 Union street. The business was established as far back as 1852 by A. Wrenn, who then began the manufacture of vehicles in a small way. Owing to his fair business methods and the increasing demand for his product, his enterprise thrived and soon grew to large proportions. About 1880 C. O. Wrenn and McD. L. Wrenn, his sons, were taken in as members of the firm,



WILLIAM B. JOHNSON.

and since the retirement of their father, a few years later, they have owned and successfully conducted the plant. The output of their factory is more than 5,000 vehicles per annum, which find a ready sale throughout Virginia, North Carolina, South Carolina, Georgia, Florida, Maryland, Delaware and other States of the South. They manufacture buggies, runabouts, phaetons, surreys, traps, rockaways and delivery wagons, and also deal in harness, robes, etc. Theirs is one of the most substantial business houses in Norfolk, furnishing employment to 150 people.

C. O. Wrenn is well known to the citizens of Norfolk, and since May, 1900, he has been a member of the Select Council of the city, doing all within his power to secure for it a good, honest business administration.

WILLIAM B. JOHNSON, who died February 22, 1902, was the only exclusive undertaker and embalmer in the city of Portsmouth, and stood prominently to the fore in that profession. He was born at Richmond, Virginia, June 12, 1841, and his parents were both Virginians. He was 14 years of age when his father died and he had one brother, Adolphus, who was killed during the Confederate War, and two others, Oscar and Elliott, who are deceased. Two half-brothers and a half-sister of Mr. Johnson are living in Richmond, Virginia.

Mr. Johnson came to Norfolk, Virginia, in 1859 and served in Company H, 6th Regiment, Virginia Infantry, Mahone's Brigade. He served as a private, until discharged because of disability. He re-enlisted and was detailed for service at Richmond as a sergeant. He was captured outside the city, returned to Norfolk at the close of the war and then settled in Portsmouth in the same year, 1865. He entered the employ of the firm of Scott & Flemming, and in 1866 began the undertaking business for himself. He first located on High street, and later moved to County street. He was located at No. 608 Green street for four years. He erected a fine building of two stories, 46 by 26 feet, in dimensions, and also another block containing several stores and offices. He also erected a large and fine residence, thus owning the entire block. Starting with comparatively nothing in a financial way he achieved a grand success. He always evinced a deep interest in the welfare of Portsmouth. He dealt almost exclusively with the merchants of the city, and was identified with many improvements in Portsmouth. In 1887 Mr. Johnson completed a course in preparation for his profession, in the Clarke School of Embalming at Cincinnati, Ohio, and in the United States College of Embalming, in 1892. He served three terms as president of the State Board of Embalmers, having maintained that official position since the organization of the body, 12 years ago.

Mr. Johnson was first united in marriage with Mary E. Thompson, a daughter of Robert A. J. Thompson, and a native of Portsmouth. Her father was an early resident of the city and was well-known in the navy, where he had charge of the blacksmithing department. He served as city councilman several years, and died about 1884. Two children blessed this union, namely: Maywood Lee, who died in 1878, at the age of eight years; and William Mosbey, who was born in 1867, and died at the age of 20 months. The latter was named after the father of the subject of this sketch. After the death of Mrs. Johnson, Mr. Johnson formed a second union, wedding his sister-in-law, Annie R. Thompson.

Mr. Johnson had a very fine business, the establishment being exceedingly well managed. The building was especially adapted to this line of business. His office was in the front, and immediately back of the office was a room in which a complete line of samples was carried, the stock being kept up stairs. He maintained a private morgue, and had stables in connec-

tion with his business. He carried a line of hardware supplies, and had his own engraving machine. He had ambulances for the benefit of his patrons, and funeral cars which are among the best in the State. For two years he was presiding officer of the Undertakers' Association of Virginia. Fraternally he was a Mason and attained the rank of Knight Templar. He was also a member of the I. O. R. M. and B. P. O. E. Religiously he was a member of the Baptist Church, and his widow is a member of the Presbyterian Church. A portrait of Mr. Johnson is shown on a preceding page.

PAUL B. LUKE, who has filled the position of conductor on the Norfolk & Southern Railroad for many years, has given eminent satisfaction by his good service, and is esteemed and respected by the citizens of Berkley, Virginia. He is a native of Elizabeth City, North Carolina, where his birth occurred May 1, 1874, and is a son of Col. G. G. and Mary (Wright) Luke, the former a native of Portsmouth, Virginia, and the latter of North Carolina. He is a grandson of John Luke, a great-grandson of Paul Dale Luke, and a great-great-grandson of Isaac Luke.

Isaac Luke was a prominent citizen of Portsmouth, his residence being located on Court street. He had the honor of entertaining Rev. Robert Williams, the first Methodist Episcopal preacher who ever preached in Norfolk or Portsmouth. The eminent divine came to this vicinity on board a schooner, and preached his first sermon from the Court House steps. Later, successive sermons were delivered from the steps of Isaac Luke's residence. Interest in these meetings grew, and finally a church organization was formed. This occurred during the year 1784, and on October 31st of the same year Isaac Luke died in his 54th year. He left three sons and one daughter, namely: Paul Dale, William B., Isaac, Jr., and Elizabeth. The eldest of these, Paul Dale Luke, had two sons, Paul, for whom the subject hereof is named, and John, the grandfather of our subject.

Col. G. G. Luke was a man of affairs in his day, and was well known throughout North Carolina, Virginia and Maryland. During his early years he chose law for his profession, and was engaged in diligent study when the Confederate War broke out, but he left all to enlist in the army. He was taken prisoner at one time and then exchanged, but was afterward captured again, and stayed in prison for several months. At the close of the conflict he finished his law course, and commenced practicing at Camden Court House, North Carolina, following up the Circuit Courts with headquarters at that place until 1888. He also practiced at Elizabeth City, North Carolina. For four years, during President Cleveland's administration, he served as petition clerk in the House of Representatives, and afterward removed to Berkley, Virginia, on account of impaired health. He died at the age of 61 years, but his widow still survives, and is an honored resident of Berkley. Mr. Luke and his wife were active members of the Episcopal Church, and the Colonel was always active in politics, also. Colonel and Mrs. Luke had a family of six boys and four girls, six of whom are still living.

Paul B. Luke received his early mental training at Elizabeth City, after which he entered railway service as a brakeman on the Norfolk & Southern Railroad. He filled that position for six months, when he was promoted to the position of assistant yard master in Berkley. In this he served one year and was then further advanced to be a conductor, in 1893, which position he still holds. He has always been considered fortunate in regard to accidents, and is well known as accommodating and pleasant.

May 8, 1901, Mr. Luke was united in marriage with Lillian Estelle Horney, a native of Maryland, and a daughter of Charles



THOMAS B. GRIFFIN.

Horney. Her mother is deceased, and her father still resides in Maryland. She is a member of the Methodist Episcopal Church, South, but Mr. Luke worships with the Episcopal Church.

Mr. Luke is assistant chief conductor of R. E. Lee Division, No. 205, of the Order of Railway Conductors, at Portsmouth, Virginia, and was sent to the convention at St. Paul, Minnesota, as a delegate in May, 1901. He is also a member of the K. of P., having passed through all the chairs. He has ever been faithful to the best interests of his employers, who place a high value on his services.

THOMAS B. GRIFFIN, a truck farmer of Norfolk County, whose portrait accompanies this sketch, is well-known throughout his section of the county, and is highly respected by all who know him. He is a son of John Griffin, and was born July 8, 1867, near West Norfolk, Virginia. Mr. Griffin's father also occupies a place of much prominence among agriculturists, and owns several farms, which he keeps in the highest state of cultivation.

The subject of this sketch spent the most of his early years in attending school at Churchland, thus securing what education he could, and has been engaged in truck farming ever since. He now owns 150 acres adjoining his father's farms on the Western Branch of the Elizabeth River, and there he and his family enjoy a happy home.

In 1890 Mr. Griffin was united in marriage with Rachel Williams, a daughter of J. M. Williams. She was born in Petersburg, Virginia, in 1871. Six children resulted from this union, as follows: Mortimer W.; John N.; Sadie; Thomas Ben; John T.; and Charles C., who is deceased. The family are faithful attendants of the Baptist Church.

Politically Thomas B. Griffin is an earnest Democrat and believes the principles of that party will best advance the interests of the country. He has always been one of Norfolk County's most progressive citizens, and every enterprise which promises the promotion of business and the development of the material interests of the community, has found in him a willing advocate.

JOHN W. BETTS, superintendent of the Seaboard Wharf Warehouse Company, and also agent for the Atlantic Coast Line Railroad Company, with offices at the warehouse on 1st street, at the head of Wythe, in Portsmouth, Norfolk County, Virginia, was born in Granville County, North Carolina. He is a son of Calvin Betts, who was clerk of the Superior Court of that county, and also judge of probate.

At the age of 22 years John W. Betts, whose name opens these lines, was elected register of deeds of Granville County, North Carolina. He served in that capacity for five years. He was then appointed to the position of deputy collector of internal revenue for the Fourth District of North Carolina, being located at Raleigh, Oxford and Durham. After 12 years spent in that office he became bookkeeper for J. W. Blackwell, and remained in that gentleman's employ for two years. The following 10 years he held a position with the Tunis Lumber Company, giving it up to accept his present one. His position as superintendent of the Seaboard Wharf & Warehouse Company is a very responsible one, and Mr. Betts fills it with credit to himself and the company. He is also serving as agent for the Atlantic Coast Line Railroad Company. Possessed of more than ordinary business ability, with firm determination, and much energy, he has won success in his business, and is one of the influential men of the community.

Mr. Betts was married in Norfolk, in 1877, to Nannie W. Reynolds, who was born in Isle of Wight County, Virginia. They have had

the following children: Lillie S., who teaches school; Mrs. W. G. Dolby; Mrs. Ernest LeCompt; John W., Jr., deceased; and Lola W., who died in 1901, aged 20 years.

Mr. Betts is a member of the Woodmen of the World and the Masonic order. The family attend the Protestant Episcopal Church.

J. D. FREITAS, well known at Norfolk and in the surrounding country as an extensive truck farmer, is esteemed as a sober, energetic citizen, who by his industry has accumulated a very comfortable competency.

Mr. Freitas was born in Portugal, in 1856, and remained there until he attained the age of 12 years, when he went to South America, and this country proved to be his home for the 12 years following. He has seen much of the world, for his age, and has visited many different countries, learning more and more about their mode of life and their civilization. When still young he entered the United States Navy, and while aboard one of the gunboats visited the far-away country of Africa, and entered almost every seaport in the "Dark Continent." The vessel then received orders to sail for India, and on its arrival there many an enjoyable day was spent in visiting the seaport towns of that country, in the interests of Uncle Sam. Japan was afterward visited, where the vessel remained for some time. Tartary was the next place of interest, but a very short time was spent there previous to returning to Japan, and later to China, the last-named country claiming attention for quite a while. The orders were finally given to sail for the West Indies again, and from there to New York. His time of enlistment had expired, and he left the good ship "Worcester," where he had seen such good service, and settled down to life in America. During his voyage around the world he had learned a number of languages, and during his first year in this country was employed as an interpreter to a great extent.

In 1874 Mr. Freitas was united in marriage with Mary Jane Lagamacino, a native of Genoa, Italy, who at the age of seven years was brought to this country, her home at first being in Louisville, Kentucky. She afterward removed to Cincinnati, Ohio, where she remained for the following three years, previous to making her home at Pittsburg, Pennsylvania. After spending two years in that locality she decided to settle permanently at Norfolk, Virginia, and there remained until her marriage with Mr. Freitas.

After his marriage Mr. Freitas and his good wife settled on the land owned by Mrs. Freitas. This land consisted of about 73 acres of fine ground, situated on the shell road running from Norfolk to Ocean View, about four miles from the former and two miles from the latter. Fifty acres of this land have been made into a garden, where all kinds of the best farm products are raised. Besides the outhouses necessary for truck farming on a large scale, they have built a storeroom and stocked it with groceries, and for the past several years have ministered to the wants of their neighbors and friends to great advantage. They carry on a flourishing and profitable trade, and enjoy the respect and good wishes of all.

Mr. Freitas and his excellent wife have had seven children, as follows: Emily Elizabeth, the eldest child, who is now the wife of J. Mary of Norfolk; John Michael, who departed this life at the age of 20 years and seven months; Josie Frances; Mary Cecilia and Louis, who are at home; Maggie Rosa, who died at the age of 11 months and two days; and Teriza Rosa. The family reside in their fine, 10-room house on the farm, and are justly proud of their beautiful home. They are regular attendants of the Roman Catholic Church, of which they are devout members.

During President Cleveland's administration Mr. Freitas was appointed postmaster, and held that position during that administra-



JOEL C. WHITE.

tion and for three years in Harrison's administration, when he resigned. Mr. Freitas is a man on whom his fellow citizens can rely, and who therefore enjoys their confidence.

JOEL C. WHITE, a well-known architect and builder of Norfolk, Norfolk County, Virginia, whose portrait accompanies this sketch, was born in Norfolk in 1831, and is a son of James G. White.

James G. White, who was a native of Mathews County, Virginia, early in life removed to Norfolk. In 1835 he began business in Norfolk as a contractor and builder, under the firm name of Cullis & White, and among that firm's earliest work was the Norfolk Academy. After 1846 Mr. White conducted the business alone. Eight years later he took his son, Joel C., into the firm, that partnership continuing for four years, after which he again assumed entire charge of the business. He erected the Second Presbyterian Church and many other prominent buildings of Norfolk. He retired from active duties in 1880 and 11 years later died, at the age of 86 years. Mr. White married Priscilla Potts, a daughter of John and Sally Potts. His wife also died in her 86th year. James G. White was an active worker in the Methodist Episcopal Church, South, and was one of the trustees. He was an Odd Fellow. Those of his children who survive are: Joel C., the subject of this sketch; Sally; John J., of Norfolk; William O., of Williamsburg; and Charles E., of Norfolk.

Joel C. White learned the contracting business with his father, spending four years in partnership with him. They erected the I. O. O. F. building, on Church street, which was their first contract. With the exception of a few years spent in partnership with his brother, Joel C. White has conducted the business alone since 1858. He erected the Norfolk College of Young Ladies, Centenary Methodist Episcopal Church, South, Hospital St. Vincent de Paul, many prominent business blocks and numerous houses. He is considered one of the best contractors in Norfolk County, and has received much praise for his architectural designs. He has done much to assist in the development of Norfolk and is progressive and modern in his ideas.

Mr. White was united in marriage with Elizabeth H. White, a daughter of James White, of Mathews County, Virginia. Of 10 children born to this union, but three are living, namely: John H.; Mattie May, who married William Freeman; and Joel C., Jr., who is shipping clerk in Norfolk.

Mr. White still takes many contracts for buildings, but manages to find time in which to indulge in his favorite sports, hunting and fishing. He has been an active member of the I. O. O. F. lodge since he reached his majority, having served as past grand of his lodge, and is now past grand of the State. He is also a member of the K. of P. lodge. He has served in the City Council for many years, and was commissioned by Governor Walker as one of the councilmen, when the new charter was amended.

R. J. ARMISTEAD, a member of the firm of R. J. Armistead & Company, dealers in harness and carriage furnishings, comes of one of Norfolk's most prominent families, tracing its ancestry in this country back to 1632. He was born at Portsmouth, and is a son of M. W. Armistead.

M. W. Armistead was born near Hampton in 1811, and came from Elizabeth City County to Portsmouth about 1840. He was engaged in the wholesale grocery business at Portsmouth, and later at Norfolk from 1869 to 1878, his death occurring in the latter year. The mother of R. J. Armistead was also born near Hampton and lived until 1893, when she died at the age of 76 years. Their children were as

follows: Lizzie A. (Benson), a widow residing at Portsmouth; M. W., a farmer of Nansemond County, who has six children; Samuel Wilson, a naval constructor, who was killed at the Mare Island Navy Yard, California, in January, 1895, leaving a widow (a daughter of A. H. Lindsay) and three children, who reside at Norfolk; and R. J., whose name heads these lines.

R. J. Armistead first engaged in business as a clerk in the grocery store, and continued thus from 1880 until 1889, when the firm of R. J. Armistead & Company was established. He has always been the active manager of this concern, and from its inception until 1899 carried a line of vehicles in addition to the present stock. He made a success of it from the first and enjoys a large and well paying patronage. He has other business interests, and owns considerable property in the city.

Mr. Armistead was united in marriage with a daughter of William H. H. Hodges, formerly cashier of the Bank of Portsmouth, her mother being a Griswold. They are parents of five children, namely: William H.; L. M., born in 1887; Susie, born in 1892; Mary G., born in 1895; and Robert J., Jr. Fraternally, Mr. Armistead is a member of Ocean Council, Royal Arcanum. Religiously, the family are Episcopalians, although the subject of this sketch is a Baptist. A member of the Armistead family, it is said, gave the ground on which was built the oldest Episcopal church at Hampton, Virginia.

ERNEST L. DASHIELL, a progressive real estate, insurance and rental agent, has been engaged in that line of business, in Portsmouth, for the past five years in a highly successful manner. He was born in that city and is a son of J. J. Dashiell.

J. J. Dashiell was born in Isle of Wight County, Virginia, but located in Norfolk County several years prior to the Confederate War. He served four years in General Mahone's Brigade, and then returned and was engaged in mercantile pursuits at Norfolk for several years. He then removed to Portsmouth, and was elected by a large majority to the office of cemetery keeper. He was a Democrat in politics. He served in the capacity above mentioned until his death, July 7, 1900. He married a Miss Daughtrey, a member of one of the early families of Portsmouth. Her father was William Daughtrey, who was a conductor on the Seaboard Air Line Railway, and lost his life in an accident. Mrs. Dashiell was born in Portsmouth, and had three brothers,—C. L., P. H. and B. F. C. L. Daughtrey, who died in 1901, was a stone and marble-cutter and dealer, and conducted large marble works in Portsmouth. He was a prominent member of the Benevolent and Protective Order of Elks. P. H. Daughtrey is a wholesale merchant of Cumberland, Maryland. B. F. Daughtrey is a hatter of Portsmouth. Mr. and Mrs. Dashiell reared 10 children, namely: O., a plumber and stove dealer of Portsmouth; W. H., a retail grocer; J. C., who is proprietor of a café; E. W., who is in charge of the claim department of the Atlantic Coast Line Railroad at Pinner's Point; A. L., who is employed as a molder at the Navy Yard; L. L.; Ida M.; Hattie M.; Mrs. J. F. O'Connor; and Ernest L.

Ernest L. Dashiell left school at the age of 12 years, and engaged with the Western Union Telegraph Company as messenger, in which capacity he served for two years. He was then with Attorney W. G. Elliott until that gentleman became president of the Atlantic Coast Line Railroad, and then was with Captain C. G. Elliott, treasurer of the Atlantic Coast Line Railroad, for three years. He next held a clerical position with the New York, Philadelphia & Norfolk Railroad Company until 1896, when he entered upon business for himself. He was exclusively in the insurance business for three years, and then added real estate. He has met with success and rep-

resents the following companies: Aetna Insurance Company of New York; New York Underwriters Agency of New York; Seaboard Fire Insurance Company, a home enterprise and the oldest company in Eastern Virginia; New York Plate Glass Insurance Company; Travelers Insurance Company of Hartford, Connecticut; and the Orient Insurance Company of Hartford, Connecticut. He also has large real estate interests, having one of the largest and most successful agencies in the city or county. His assistants are Mamie Baker, who is bookkeeper and has charge of the office, and D. F. Bourke, who has charge of collections.

Mr. Dashiell married Mabel L. Baker, and they have one child, Mabel L., who died at the age of two years. They have a comfortable residence at No. 1007 Washington street. Fraternally, Mr. Dashiell is a member of the B. P. O. E., Royal Arcanum, Knights of Pythias, Woodmen of the World and National Union. In religious attachment he is a member of the Methodist Episcopal Church, South. He is an enthusiastic worker in the Y. M. C. A., and has charge of the Boys' Brigade. He is also a member of the Business Men's Association of Portsmouth.

SAMUEL L. BURROUGHS, who has attained prominence as postmaster of Portsmouth, Norfolk County, Virginia, was born in Portsmouth, February 8, 1858, and is a son of John H. Burroughs.

John H. Burroughs was born in Mathews County, Virginia, and his wife came from the Eastern Shore of Virginia. His parents were from Stafford County, but at an early day removed to Mathews County, Virginia. John H. Burroughs was a Union man during the Intersectional War, and he and his sons became Republicans in politics. He and his wife became the parents of 12 children, of whom two sons and one daughter are deceased. Of those living, all reside in Portsmouth except Alonzo C., a naval officer stationed at Mare Island, California; and Minnie C. (Hernandezs), who resides at Philadelphia.

Samuel L. Burroughs attended the common schools until he was 16 years of age, and was then engaged in the book and stationery business at Norfolk until he was appointed postmaster in 1898. He has the distinction of being the youngest man who ever served as postmaster of Portsmouth. He was, at the time of his appointment, chairman of the congressional committee, and vice-president of the Republican League Club, from Virginia. As postmaster he has given universal satisfaction, and has hearty indorsements for reappointment in 1902. The Post Office building is in an old State Bank building, on the corner of High and Court streets, and is rented by the government. During his administration the business of the office has increased over 80 per cent., and he has worked for and secured many valuable changes and additions in the service. The transactions of the money-order department have increased 100 per cent. in volume, the registry order department has increased to 1,000 pieces more than in any previous year, and the number of carriers has grown from six to 10, and of clerks from three to five. The grade of the chief clerk has been changed to that of assistant postmaster, the present incumbent being W. E. Crismond. Four deliveries are daily made to an estimated number of from 25,000 to 28,000 people, extending a mile into the country. The salaries of all employees, including the subject of this sketch, have been increased from $300 to $500 each. There are increased facilities for rapid handling of mails, and it now has 10 star-route offices. As an accommodation to business men, the money-order department is kept open from 7:30 A. M. to 7:00 P. M. There are received and dispatched 144 mail bags daily. Mr. Burroughs is the first postmaster of Portsmouth to secure permission of the Department to close the of-

fice on Southern Memorial Day, in May. Acting with the president of the Council, he secured an earlier arrival and a later departure of mails for the North, and his efforts in this line and the results secured have received favorable comment from the press of Portsmouth. At a cost of $4,000 a screen-wagon service has been added, a great improvement over the push-cart service, and one which is warranted by the large increase in business. Mr. Burroughs is a man of great executive ability, and his conscientious discharge of the duties of his office has gained for him the good will and hearty approval of the citizens of Portsmouth.

Mr. Burroughs was first united in marriage with Annie B. Lane, who died about 1895, leaving three children, as follows: Hattie, Harvey and Aletha. He formed a second union in February, 1901,—wedding Mrs. Lalla B. Jones, who had three children, namely: Lalla Jones; Park Jones and Jack Jones. They reside at No. 509 Dinwiddie street. Fraternally, the subject of this sketch is a member of the National Union. Religiously, he is a member of the Protestant Episcopal Church.

WOOD P. JOHNSON, in the service of the Old Dominion Steamship Company as captain of the steamer "Accomack," was born in Mechanicsburg, Pennsylvania, in 1860. He is a son of William Y. and Hulda M. (Howard) Johnson.

William Y. Johnson was a native of Pennsylvania. He was engaged in the steamboat business, and in 1869 removed to Norfolk, where he remained until 1894. He was appointed inspector of hulls, and held that office until his death, which occurred October 1, 1901, at the age of 73 years. At one time he was a member of the Virginia Legislature, serving in the House of Delegates, and was also a member of the City Council of Norfolk three terms, both in the Select and Common branches. He was a Democrat in politics. He belonged to the Masonic order. Both he and his wife were members of the Presbyterian Church. William Y. Johnson married Hulda M. Howard, a daughter of Thomas and Eleanor (Flemming) Howard. She was born in Frederick, Maryland, and is now living in Norfolk. Seven children were born to William Y. Johnson and his wife, four of whom are now living. They are as follows: Charles Howard, harbor master at Norfolk; Hattie H., who lives with her mother; Porter Y., a merchant of Norfolk; and Wood P., the subject of this sketch.

Wood P. Johnson attended the public schools of Portsmouth. After leaving school he went on the *Portsmouth Enterprise*, remaining there until 1881. He then worked with his father as clerk on the wharf for one year, after which he worked as purser on the steamboat "Harbinger." Later he became first pilot and master, and in 1887 went back to the wharf, becoming his father's clerk. Mr. Johnson entered the service of the Old Dominion Steamship Company in January, 1894, as purser and first officer. He remained in that capacity until February, 1900, when he was made captain of the vessel "Accomack." Much confidence is placed in his ability as a seaman, and he is highly esteemed by his employers and by those beneath him in rank.

Mr. Johnson was married in April, 1890, to Fannie V. Smith, a daughter of George William and Virginia (Howard) Smith. She was born in Frederick, Maryland, in 1861. They have two children, namely: Virginia Howard, who was born February 11, 1894; and Kate Marie, who was born January 19, 1896. The Captain and his wife are members of the Presbyterian Church. He is a member of the Elizabeth Camp, No. 3, Woodmen of the World; and Progressive Harbor, No. 9, Masters' & Pilots' Association. Politically, he is a Democrat.



CAPT. M. C. KEELING.

CAPT. M. C. KEELING, who has long been one of the most prominent men of the town of Berkley, of which he is now mayor, was born in Williamsburg, Virginia, October 7, 1838. His father and grandfather were natives of Princess Anne County, Virginia. Although the family, both in England and America, had been members of the Protestant Episcopal Church, Captain Keeling's father conceived a strong admiration for Rev. Melville Cox, the noted African missionary, and accordingly named his son after him.

When Captain Keeling was about a year old his parents moved with their family to Norfolk, where, when 20 years old, he joined the Norfolk Light Artillery Blues, an organization whose inception dates back to 1828. He participated in his first parade with that body on February 22, 1858, and has been a member of that command ever since. In point of continuous service he is probably the oldest officer if not the oldest member of the Volunteers of Virginia. When the "Blues" went to the front at the outbreak of the Confederate War, Captain Keeling accompanied them, saw his share of hard service and received his portion of hard knocks. He was twice wounded, once at Chancellorsville, and again at the Crater. He was taken prisoner during the Stonewall raid, but was shortly afterward exchanged. He was again captured at Hatcher's Run, and was imprisoned at Point Lookout three months, or until the close of the war, when he was released by order of President Johnson. He was elected to the captaincy of his company March 1, 1889. During the visit of the Blues to New Orleans, in 1895, at the Mardi Gras, he was created "Duke of Norfolk" by the King of the Carnival and presented with the "Jewel of the Household." He is an honored and respected citizen of Berkley, where his neighbors admire him for his public spirit and sterling worth as a man. He is prominent in both public and private enterprises of the town, and served as a member of the Council for some years. He was elected by that body as mayor of the town in 1899, and has given Berkley an honest, business-like administration. He also served as president of the Council.

August 12, 1866, Captain Keeling was united in marriage with Sally Walker, a daughter of H. B. C. Walker. Her father was born in Princess Anne County, Virginia, and married Miss Creecy. Mrs. Keeling was born in Hartford in 1842. As a result of her union with Captain Keeling she gave birth to two children: Emily Armistead, who married C. W. Robertson, a lumber dealer of Norfolk; and Harry Walker, who is secretary and treasurer of the R. E. Johnson Company, brokers, of Norfolk. The latter married Lucy Scott, a daughter of R. B. and Susan Scott. Captain Keeling is superintendent of the Sunday-school of the Chestnut Street Methodist Episcopal Church, South, and is one of the best-known Masons of Berkley. His portrait accompanies this sketch.

MRS. ELIZA ANN HODGES, the relict of Caleb Hodges, Sr., is an honored resident of Portsmouth, Virginia. She was born at Deep Creek, Norfolk County, July 18, 1820, and is a daughter of Samuel and Lucretia Cherry. Her father was a ship-carpenter, merchant and farmer.

On November 5, 1840, Eliza Ann Cherry was united in marriage with Caleb Hodges, Sr., who was born at Deep Creek, a son of Josiah Hodges. Josiah Hodges was born in North Carolina, and was a child when brought to Deep Creek, where he was reared by Samuel Weston. He followed farming until his death, which occurred at an early age. He married Mrs. Lydia (Brown) Gordon, and they were the parents of the following children: Nathan, Thomas, Josiah, Hilry, James, Elizabeth and Caleb, Sr.

Caleb Hodges, Sr., was reared on a farm and learned boat building with his brother,

Thomas Hodges. They established a business at an early day, and manufactured skiffs and other light boats. They built boats and ran some of them to near-by ports with produce. They also engaged in the manufacture of shingles, doors, blinds, etc., during the days in which such things were made by hand. Caleb Hodges, Sr., became the owner of three farms, but as he did not believe in slavery he paid all his help by the day. He served as magistrate and was captain of a company of State Militia. From the time he reached his 18th year, until his death, he was a very active member of the Methodist Episcopal Church, and at all times his house was thrown open for church work. He was superintendent of the Sabbath-school until the time of his death, and he and his wife were the center and main support of their church. He built a large tabernacle called the Rohoboth Church, which the colored people of the community now own, and in which they hold religious services. He had a very fine property, with a fine home, good orchards and other improvements, and this, undivided, is now owned by his widow. He died in 1871, at the age of 53 years.

Mr. and Mrs. Hodges became the parents of the following children: Caleb W., deceased; Samuel W.; Albert, deceased, and Jerome, twins; Henry T., deceased; Caleb, Jr.; Mary P., wife of W. G. Pettis; Joseph G.; Emily, wife of J. Carson; John N.; and Kate F., wife of J. W. Outten. Mrs. Hodges is now eighty-two years of age, and is enjoying the best of health. She is a loving mother and kind neighbor, and has many friends in this county.

CAPT. JOHN S. WEBBER, assistant chief of the Fire Department of Norfolk, Virginia, was born in that city in 1843. He is a son of John Webber, who served for many years in the United States Navy, and died in 1869, aged 54 years.

Capt. John S. Webber was reared in his native city, received his mental training there, and learned the trade of a sailmaker. This trade he followed for a period of six years, after which he accepted a clerkship. He enlisted in the Confederate War, and served until its close in Company A, 38th Virginia Battalion of Artillery. Captain Webber began his career as a fireman 40 years ago, his first position being that of lamp-boy. He was subsequently promoted to be hoseman, and in 1896 to be foreman of Engine No. 1. In that year he was elected by the City Council as assistant chief of the Fire Department of Norfolk. He has served in this capacity with great acceptability since that time, and is very highly spoken of by his men and by the public in general.

He manages the Queen street fire district with much good judgment, and everything is kept in excellent condition around the engine-house. An old hook-and-ladder cart, which was bought in Baltimore in 1858, by Thomas Corprew, for the city of Norfolk, is still kept at this engine-house as a relic. The original wheels of the cart were used until 1898. There is a second-class Silsby engine and a Gleason & Bailey combination truck and chemical engine, with a capacity of 70 gallons, an extension ladder, 65 feet long, and two 50-foot ladders at this engine-house. Seven fine horses are used, and also a buggy for the assistant chief. The building, which is of brick, was erected in 1893. The floors are brick with steel guide-rails. The second floor is devoted to reception and sitting rooms, bedrooms, lockers and baths. Eleven men are employed, nine being on duty daily. This company has won much praise for bravery, both individually and as a whole, at fires which called for quick action and steadiness of nerve.

Captain Webber married Caroline Mary of Norfolk. Their children are as follows: Lucy P. (Childs); Sarah L. (Page); Madeline E. (Cage); Caroline Lawrence; John J.; William S.; Charles C.; and Oliver A.

W. H. MINOR, one of Norfolk's large real estate owners and a promoter of the Park Place district in the city, is also a director of the City National Bank. He was born in Chenango County, New York, and was reared in the country. Much of his early life was devoted to learning a trade, but being very active in mind, he decided to venture into the lumber business, and accordingly establishing himself in that line in Bradford County, Pennsylvania, where his business proved a great success.

But Mr. Minor worked too hard and his health became much impaired; he was advised by Dr. S. W. Mitchell, of Philadelphia, and by his friends to go South on a vacation, which he did, traveling through several States. Finding the Southern air very beneficial to him, he decided to locate at some city where he could enjoy the air from the ocean. His health soon returned under this treatment and with it came the desire to be busy at some employment. Therefore, in company with several of Norfolk's most active citizens, he purchased 178 acres of land north of the city and adjoining the city park. This land they platted as Park Place, laid out streets and walks, planted shade trees, and finally had about 2,100 lots in splendid condition to sell, with sewers and water pipes laid, and fitted for all the conveniences of modern homes. These improvements were soon followed by electric lights and the telephone service. Mr. Minor's property was on a fine elevation, and he was one of the first to build, his beautiful residence being situated in the midst of grassy lawns, planted artistically with shade trees and flowers. Besides his home property he owns several other fine and altogether desirable lots.

As will be seen from this account, Mr. Minor has been one of the city's greatest benefactors, having taken such an interest in the welfare of Park Place that his fellow citizens should feel proud of its beauty, as well as grateful to its promoters. Mr. Minor is a stockholder and director of the City National Bank, of which he was one of the organizers. He is interested in the Union Stock Yards at Berkley. Fraternally, he is a member of Atlantic Lodge, No. 2, A. F. & A. M., Norfolk United Chapter, No. 1, R. A. M., and Grice Commandery, No. 16, K. T., all of Norfolk. He still holds membership in Scottich Rite degrees in Harrisburg Consistory, Harrisburg, Pennsylvania, and is a member of Acca Temple, A. A. O. N. M. S., of Richmond, Virginia.

JAROD D. LOWNSBERY, an extensive real estate dealer of Norfolk, Norfolk County, Virginia, was born in Oxford, New York. There he was reared and educated, and at the age of 20 years, possessing an ambitious disposition, he acted upon the advice which Horace Greeley gave to young men, to "Go West."

Mr. Lownsbery went to Michigan, and at the breaking out of the Confederate War, enlisted for service in Company F, Third Regiment, Michigan Volunteer Cavalry. At the close of the war he went to Arkansas, which was then very sparsely inhabited, and there engaged in mercantile business. Later, he became a cotton dealer, and in this venture he secured a very good financial start in the world. He remained in Arkansas for 13 years, and then sold out his business interests and returned to his native State. He entered the wholesale grocery business at Jamestown, New York, and carried on that business with success for several years. He relinquished the business and retired from active life for awhile, but in 1884 he made a trip to the South, to see the country, and was so impressed with its climate that he resolved to locate in Norfolk. Being offered a tract of 50 acres of land just two miles from the city, he purchased it for $5,000. He then engaged in general trucking business on this land, and the first year cleared $2,800. Five

years later he sold the same tract of land for $15,000, and since that time it has again been sold for $30,000. After the sale of this land, he removed to Norfolk proper, where he became one of the promoters of East Brambleton, and now owns 86 lots there. He was one of the promoters of Villa Heights, owning one-eleventh of the suburb. Two street car lines connect Villa Heights and Norfolk, and the pretty little suburban town is steadily growing. It is well graded, and is thoroughly modern in all its improvements. About 700 trees have been set out. Besides the property which Mr. Lownsbery owns in East Brambleton and Villa Heights, he is possessed of one-seventh of the Miller tract of land of 72 acres on the Southern Branch of the Elizabeth River, and of a large amount of city property. Mr. Lownsbery has seen the population of Norfolk double, and has done much to assist in the progress and development of the city. He is one of Norfolk's best capitalists,, and is interested in many enterprises in that city. He is a stockholder in the knitting mills.

Mr. Lownsbery is possessed of extraordinary business ability and good judgment. Naturally persevering and energetic, he has pushed on to success with a will, and is considered one of the most capable business men of Norfolk. He is a Mason.

JOHN H. CORE, a respected and honored resident of Norfolk, Virginia, whose business associations identify him with the leading real estate interests in that thriving community, is a well-known agriculturist. For many years he has made a specialty of stock raising, dealing especially in thoroughbred hogs, which he was among the first to introduce in Norfolk County.

Mr. Core was born in Bellehaven, Accomack County, Virginia, November 12, 1838, and is a son of William H. and Margaret (Wilkins) Core. He was reared in his native county, where he obtained his primary education in the public schools. This was supplemented by a more complete course in Randolph-Macon College. He also took a special law course in Norfolk, Virginia. After all these preparations, however, he chose instead, a mercantile life in Norfolk, where he associated himself with George J. Thomas, engaging in the wholesale grocery trade under the firm name of Thomas Core. This firm conducted a large and prosperous business until 1875, when the partnership was dissolved by the death of his partner.

Mr. Core enlisted, in 1861, as a corporal in the Confederate Army in Company G, 6th Regiment, Virginia Infantry. He assisted in the capture of Fort Norfolk, and participated in the battle at Drewry's Bluff. Returning to Richmond, he was detached from his regiment on account of sickness, but in November, 1862, he was able to again enter the service, and joined the famous Mosby troop, in which he served throughout the war; he is at the present time a valued member of the Mosby Camp.

About 1876, Mr. Core purchased land and engaged in general farming and truck and stock raising. As the years passed by, he devoted more attention to the last named feature, especially to hogs, paying as high as $75 for a pair of thoroughbred pigs. He made a great success of this branch of farming, and raised only the best breeds. He prospered to such an extent that he was soon the owner of 375 acres in Princess Anne County, and 100 acres in Norfolk County.

Mr. Core continued farming quite extensively up to 1883, when he sold his land in Princess Anne County, but still owns the 100 acres in Norfolk. This tract lies directly northwest of Ghent, and is very valuable real estate. At the option of the owner, it will be converted into building lots, and in this way may be made to yield enormous profits.

Mr. Core was united in marriage with Martha Tarrant, a daughter of Capt. William Tarrant, a well-known citizen of Norfolk



JOHN WILLIS BIDGOOD.

County. Although he has personally superintended the farms accumulated by his good management and correct methods, Mr. Core has not been too busy to take a fitting interest in municipal affairs. He has served the city as a magistrate, and as president of the Board of Health, and is justly considered one of Norfolk's leading and most progressive citizens.

RICHARD B. TAYLOR, attorney-at-law, is a member of the well-known firm of Tunis & Taylor, with offices in the Taylor Building at No. 308 Main street. He was born in Northampton, Virginia, January 20, 1874, and is a scion of a distinguished Virginia family. His paternal great grandfather was Gen. Robert Barraud Taylor, who enjoyed a wide reputation as soldier, lawyer and judge,—he was a general in the American Army during the war with England in 1812, and for many years was a prominent judge of the Circuit Court. On the maternal side of the family, Mr. Taylor is a grandson of Judge Richard H. Baker, a man of great prominence in his day, who succeeded Judge Robert Barraud Taylor on the Circuit Court bench.

It was the success of the eminent jurists from whom he is descended that influenced Richard B. Taylor to enter the legal profession. He completed a course of study in the Episcopal High School, near Alexandria, and during 1891-1892 attended the academic department of the University of Virginia. He then entered the law department of the latter institution, and was shortly afterward admitted to the bar at Norfolk. During the following nine months he gained valuable experience in the law-office of his uncle, Richard H. Baker. He then practiced alone until January 1, 1899, when he became associated with Matt M. Tunis, under the firm name of Tunis & Taylor, a partnership which has since existed. He is attorney for the South Norfolk Company, and the Tunis Lumber Company of Berkley.

In politics, Mr. Taylor has always been enthusiastic in his support of the Democratic party, although he has never aspired to political preferment, nor would he accept of office other than one in the line of his profession. He was united in marriage with Grace Eyre, a daughter of Severn Eyre of Baltimore, and they have one daughter, Margaret Eyre. Fraternally, Mr. Taylor is a member of Delta Kappa Epsilon, a college society.

JOHN WILLIS BIDGOOD, a prominent truck farmer of Norfolk County, Virginia, whose portrait is shown on a preceding page, comes of a well-known family of the county. He was born on the old Bidgood homestead in Norfolk County March 31, 1847, and is a son of C. E. and Elizabeth S. Bidgood. The family descent is traceable to three brothers bearing that name, who came to this country before the Revolutionary War. After the close of that great struggle, one of the brothers settled in Nansemond County, Virginia, and from him is the subject of this sketch descended.

C. E. Bidgood was born in Norfolk County, Virginia, September 4, 1825, and died October 24, 1900. His wife, who was born December 23, 1827, died September 19, 1867. They reared six children, namely: John Willis; C. M.; Thomas A.; Dr. Vincent C.; Nathaniel B.; and Anna J. The father was a farmer by occupation and lived in Norfolk County all of his life. He was a Democrat in his political belief.

John Willis Bidgood went to school until the outbreak of the Confederate War, and after its close attended Columbian College. In 1869 he returned home and in 1870 went to Memphis, Tennessee, where he was engaged in the merchandise business for a period of five years. He has since been engaged in truck farming and has met with deserved success.

In 1875 Mr. Bidgood was united in marriage with Florence S. Gary, who was born in Nansemond County, Virginia, June 2, 1846, and is a daughter of William R. Gary and Elizabeth S. Riddick, his wife. Six children have been born to them, namely: William G.; Elizabeth B.; Fanita; Sumner; and John Willis, Jr., and Margaret L., both deceased. Fraternally Mr. Bidgood is a member of the Masonic order and the Knights of Pythias. He is a Democrat is politics, whilst in religious attachment he is a Baptist.

WILLIAM H. ROBINSON, who is chief engineer of the Atlantic Pump House, of Atlantic City Ward, Norfolk, Norfolk County, Virginia, was born in Wilmington, Delaware, in 1849.

In Wilmington, Mr. Robinson was reared and schooled, and it was there that he mastered the art of engineering. He has been a stationary engineer for the past 32 years, and in this line he has been very successful. He has served with many large firms, such as Hollin & Hollinsworth; McCullough Iron Works; Beggs & Olman; Pullman's Palace Car Company; and Willis Singley Pulp Works. In 1899, he removed to Atlantic City, or the Sixth Ward of Norfolk, to become engineer of the Atlantic Pump House. Ten years previous to that time, the citizens of Atlantic City had erected a sewer pump-house 36 by 36 feet in dimensions, which was enlarged in 1901. It has a 20-horse-power engine and boiler, and an extra 50-horse-power engine and boiler have been lately added. One is a Wells engine, and the other a Morrison, and there are two centripetal pumps, one of which pumps 4,000,000 gallons per 24 hours, and the other 5,000,000 gallons. There is a receiving well 20 feet deep and 10 feet in diameter, which drains all of the Sixth Ward. This is assisted by the pump-house at the corner of Ward avenue and Duke street. The smoke-stack is of terra-cotta brick, and is 80 feet high. In the same building with the pump-house, is the police station of Atlantic City Ward. Mr. Robinson is assisted very ably by Frank Norton and William F. Thornton, on Colley avenue, and at Ward avenue and Duke street, by William Humphrey and Joseph Walters. He is held in high esteem by his employers and much confidence is placed in his ability as an engineer. In 1874 Mr. Robinson was united in marriage to Maria L. Ward, a native of Chester County, Pennsylvania. There were three children, namely: Winfield, deceased; Charles H., a cigar manufacturer of Norfolk; and Mary A., who resides at home.

Mr. Robinson is a member of Colley Memorial Presbyterian Church, and has been assistant superintendent of the Young People's Society of Atlantic City for a number of years. He is a man of honest, upright character, and his friends are many.

JOHN LESNER, ex-sheriff of Norfolk County, Virginia, has for many years been one of the most active and influential citizens of Norfolk. He was born in Germany in 1839, and is a son of Philip Lesner.

John Lesner attended the public schools of his native town, and early in life learned the trade of a tailor. In 1860, he came to America, landing in Virginia. He worked at the trade of a tailor for some time, carrying on that business until 1870, when, through his active spirit in political affairs, he was elected deputy sheriff to Sheriff W. L. Kent. Three years later, owing to his capability, he was made sheriff of Norfolk County, and was re-elected to that office for four consecutive terms. He faithfully discharged his duties, and served in the capacity of sheriff with great acceptability to all who were concerned. Since that time, he has filled many offices, among them that of collector and assessor on the Board of

Supervisors; he was chairman of the building committee during the construction of the steamer "Portsmouth."

In 1867, Mr. Lesner bought a block of land on Church street, which was known as Huntersville. He built a house on the land, and laid out a park. This soon became so popular that he added to it a "zoo," laid out walks and planted shade trees, also erecting a high fence around the park. On July 23, 1885, he built a beautiful entrance to this park on Church street, and made a trip to Germany, where he purchased an orchestral organ, the finest which has ever been brought into the State of Virginia. This organ now stands in Mr. Lesner's reception hall in his own home, and represents many hundred dollars of cost. He expended $25,000 in beautifying this garden, which became known as "Lesner's Maplewood Garden." It was a beautiful garden, and was visited by many hundred people. A few years ago this garden was sold, or at least, a part of the grounds, which is occupied by a brewery. On the rest of the land Mr. Lesner has built several homes, which he owns and rents. He has made many trips to his native country, in which he was accompanied by his family.

He has been twice married, first to Matilda Killman, a daughter of James Killman. She died at the age of 35 years. Their children were: James, who is engaged in railroad business in Pennsylvania; John, who is general agent for the Consumers' Brewing Company, and president of the Builders' Manufacturing Company; and William, who is associated with the Anheuser-Busch Brewing Association. Mr. Lesner married, secondly, Margaret Rehling, a daughter of John Rehling of Norfolk. Their children are: Edward, who enlisted in the Spanish-American War, served at Santiago, in Company A, 16th Regiment, Virginia Infantry, U. S. V., and is now in the hospital department in the Philippines; Frederick; Charles; Ruth; and Amy.

Mr. Lesner is a member of the Royal Arcanum, and I. O. O. F. lodges. He has done much to assist in the development and growth of Norfolk, and is possessed of more than ordinary business ability. He stands high in the community, and is esteemed and respected by all who come in contact with him.

JOHN T. WILLIAMSON, a retired contractor and builder of Norfolk, Norfolk County, Virginia, was born in Princess Anne County, Virginia, in 1830. He is a son of Abel and Mary (Williamson) Williamson, and a grandson of Abel Williamson.

Abel Williamson, Jr., was a shoemaker by trade, and came to Norfolk in 1855. The siege of yellow fever persuaded him to return to Princess Anne County. He suffered from deafness, and in his 76th year he was struck by a load of lumber on a tramway, which caused instant death. He married Mary Williamson, a daughter of Caleb Williamson of Princess Anne County.

John T. Williamson, the subject of this sketch, was reared in his native county, and at the age of 16 years was apprenticed to John Whitehurst, to learn the trade of a carpenter and builder. In 1861, he enlisted in the Norfolk Juniors, and was taken prisoner twice during the war. He served with gallantry and distinction throughout the conflict. He settled in Norfolk, and in 1870 built the first building in what is now known as Brambleton. This was a store and residence for James E. Moore. The building was burned some years later. His first residence was erected for F. Richardson, who laid out the suburb of Brambleton. In 1884, he built the city school house on Cumberland street, in 1890, the city almshouse, and many other prominent public buildings and private homes. He met with much success in his career, and was able to retire from active business duties in 1894. He was greatly missed in his profession, as his workmanship was always of the highest order.

Mr. Williamson married Mary F. Whitehurst, a daughter of John Whitehurst. She died in 1899, aged 69 years. Three children, who were born of this union, are deceased. They were named,—Everett, John and Robert. Those living are as follows: Mrs. Sarah Godfrey; Robert A., a contractor and builder; Broxton O., also a contractor and builder; Laura; Tunstall, a carpenter; and Minnie.

Mr. Williamson has been a member of the Independent Order of Odd Fellows since 1859. He is also a member of the Knights of Pythias, and Knights of Honor. Religiously, he is a member of the Baptist Church, and has served for many years as deacon, and as treasurer of a society in the church.

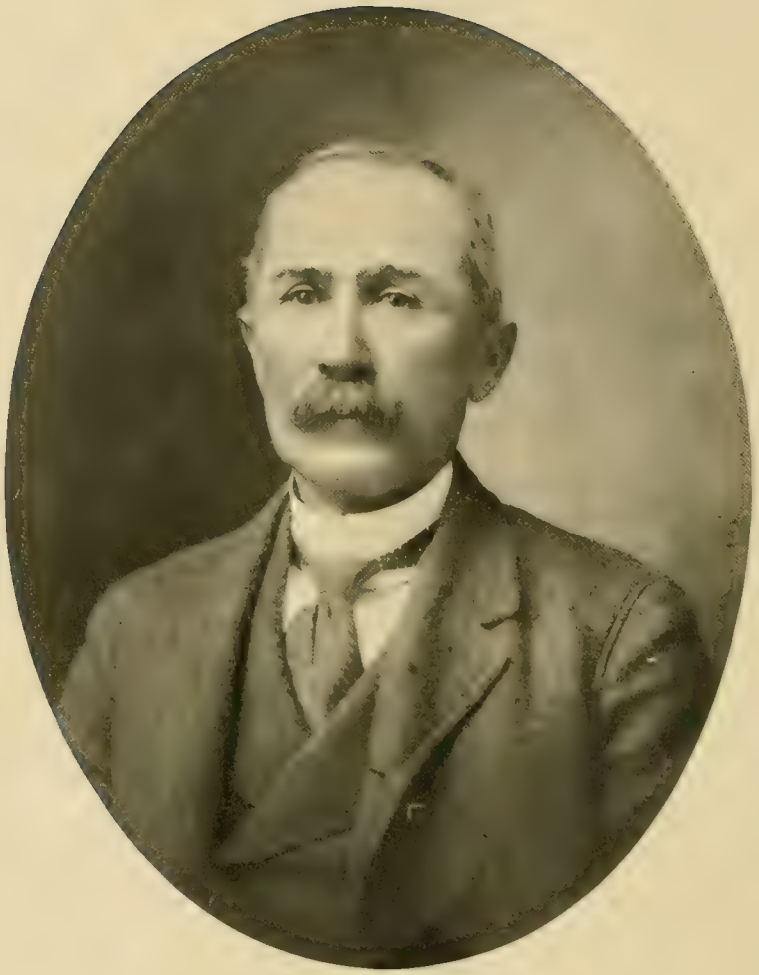
ZEBELON B. CAPPS, a well-known contractor and builder, at No. 801 Tunstall avenue, Norfolk, Norfolk County, Virginia, was born in Princess Anne County, Virginia, April 26, 1865. He is a son of Dennis and Ann (Davis) Capps.

Dennis Capps was born in Princess Anne County, as was his wife. He was a farmer all his life, and was one of the prominent farmers of that county. His death occurred in 1869, at the age of 45 years. His wife died December 25, 1897, after having lived 63 years. Seven children resulted from this union, whose names are as follows: Georgeanna, the wife of George Miller, a farmer of Princess Anne County; Dennis, deceased; Lizzie, the wife of J. C. Whitehurst, also of that county; Josephine, who married S. D. Burgess, of Princess Anne County; John W.; Zebelon B., the subject of this sketch; and Charlie, who died, aged 13 years.

Zebelon B. Capps lost his father when he was but four years old, and at a very early age he was obliged to begin work for himself. When it was possible he attended school in his native county, but he received only a very limited education. He was put to work for the small remuneration of $24 per year, and for five years was on the water in battery shooting. He then learned the trade of a carpenter and builder, in mastering which he spent about five years; in 1889 he moved to Norfolk, where he has since resided. He soon became well known as a contractor and builder, and many of the most substantial buildings in Norfolk are the result of his work. He erected the eight-room school building in the First Ward, and also one in the Fourth Ward. He built the large drug store near the bridge, on the Norfolk side of Ghent, and also many residences in that suburb, notably: Mr. Malbon's, Mr. Johnston's, Mrs. B. Johnston's and others. He often employs a large number of workmen to assist him. Mr. Capps has won splendid recognition for his excellent work, and is one of the enterprising business men of Norfolk.

He married, November 17, 1889, Nettie Harrison, a native of Princess Anne County. She is a daughter of William T. Harrison, who died in 1899. Mrs. Harrison makes her home with her daughter and son-in-law. Mrs. Capps is the youngest of two living children, —her brother, Henry A., being a farmer in Princess Anne County. Mr. and Mrs. Capps are members of the Queen Street Methodist Episcopal Church, South, in which Mr. Capps is league chorister. He is a member of the Junior Order of United American Mechanics. Mr. Capps is a self-made man, and possessed of many manly attributes of character and mind.

RICHARD P. BUNTING, ex-sheriff of Norfolk County, Virginia, was for many years a successful business man of Portsmouth, his native city. He is now filling the office of justice of the peace in an able and satisfactory manner, being located at Cottage Place, Virginia avenue. Mr. Bunting was born September 21, 1858, and is a son of Richard P. and Virginia



THOMAS W. BUTT.

A. (Diggs) Bunting, both parents being Virginians by birth.

Richard P. Bunting, the father, was a very prominent man during his life, and was well known and honored by the citizens in Norfolk County and its vicinity. During his entire life he followed the occupation of a machinist. At one time he was customs officer at Old Point Comfort, and served thus for six or eight years. He was later elected sheriff of Elizabeth City County, in which position he served four years. He was a Mason of high degree, being a Knight Templar, and always took an active part in Masonry. He departed this life, at the age of 55 years, in July, 1889. His wife was, before marriage, Virginia A. Diggs, a daughter of William and Mary A. Diggs, a family well known and of some prominence in Portsmouth. Her death took place in July, 1887, two years previous to the demise of her husband. The subject of this sketch was one of a family of five children, and he and his sister, Rosa L., now Mrs. L. W. Codd, are the only ones now living, the others having died while very young. L. W. Codd is deputy sheriff of Norfolk County, and is serving his third term in that office.

The Pittsfield (Massachusetts) schools were the source of Mr. Bunting's mental training; following this he immediately engaged in the grocery and liquor business in his own name. For 16 years he continued in this business, and was fairly successful. During this time he served in the position of United States gauger of liquor for Norfolk and Portsmouth. In 1887 he was elected by a majority of over 1,100 votes to the office of sheriff, defeating a candidate who had held the office for 17 years. During his term of four years he was ever faithful to his duties. One man, Henry Coleman, was hanged under his supervision as sheriff. Since then he was interested in the real estate business until 1899, when he was elected justice of the peace, and so great was the public satisfaction during his first term as such that he was elected a second time, and his term will not expire until June 30, 1903.

Mr. Bunting chose for his wife Emily F. Lawrence, a native of Portsmouth, and a daughter of the late John O. Lawrence, of that city, who served as postmaster and mayor during his busy life, and was of much prominence. Four children have been born to this union, as follows: Guy J., Emily V., R. Paul and Lawrence W. Mrs. Bunting is a very active member of the Park View Methodist Episcopal Church, South.

Socially, the subject of this sketch is a valued member of the Business Men's Association of Portsmouth, and in fraternal circles he affiliates with the Independent Order of Odd Fellows, the Improved Order of Red Men and the Knights of Pythias,—being captain of Atlantic Company, Uniform Rank, and past chancellor of Portsmouth Lodge, No. 16. Mr. Bunting takes a very decided interest in politics.

THOMAS W. BUTT, whose portrait is shown on the opposite page, is one of the progressive and substantial farmers residing south of Berkley, in Norfolk County, Virginia. He was born near Great Bridge, Norfolk County, Virginia, February 14, 1848, and is a son of Henry Butt.

Henry Butt was born in Norfolk County and always followed the occupation of a farmer. He married Mary A. Old, who was also a native of this county, and they reared the following children: Frank and Mary E., deceased; Frederick, a farmer residing near Great Bridge; Henry, who lives on a farm near Great Bridge; and Thomas W., the subject of this biographical record.

Thomas W. Butt attended school at Elbow, Virginia, and was reared on his father's farm until the latter's death in 1857. He was but 13 years of age when the Confederate War

broke out and was left at home in charge of the farm. He resided on the home place until 1868, then located on a farm of his own near Great Bridge, on which he lived and farmed successfully until 1894. He then purchased his present farm of 225 acres, which he devotes to general farming and trucking. He also raises some stock and is a contractor. He has a comfortable three-story house of nine rooms, located on his farm, and everything about the place has an air of system and neatness, which indicates capable management and prosperity. His farm is what is known as the Keys Hawksey land.

December 21, 1900, Mr. Butt was joined in marriage with Eugenia T. Portlock, who was born in Norfolk County, and they have a son, William P. In politics Mr. Butt is a Democrat. He is a member of Berkley Lodge, B. P. O. E. Religiously he and his wife belong to Providence Christian Church.

J. C. FLETCHER, who is inspector of plumbing at the City Hall in Portsmouth, Norfolk County, Virginia, was born in Washington County, Virginia, December 6, 1861. His parents were John and Louisa M. (Hyslop) Fletcher, the father a native of Washington, D. C., and the mother a native of Virginia.

John Fletcher, the father of J. C., was a ship-carpenter during his active life. He is now an honored and respected resident of Portsmouth, and is 72 years of age. His wife died a number of years ago. Five children were born to this union, namely: Mary E., deceased, who married George Meshler, of Portsmouth, and died, leaving two children,—Mary and Ida; Charles B. Fletcher, who is a carpenter in the United States Navy Yard in Portsmouth; Anna, the wife of T. B. Tyler, who lives in Newport News; J. C., the subject of this sketch; and Robert T.

J. C. Fletcher attended the public schools of Portsmouth, and learned his trade of plumbing and gas-fitting with Alexander & Powell, the oldest firm of the kind in the city. He worked for that firm for 12 years, and in the Navy Yard until 1896, assuming his present position in August of that year. He was appointed to the position of inspector of plumbing by the City Council, and has filled it in a most acceptable manner. He has a thorough understanding of his work, and is a most efficient and capable man.

Mr. Fletcher is a member of the Knights of Pythias and Ocean Council, No. 1063, Royal Arcanum, of Portsmouth. He is very well known in Portsmouth, where he has a host of friends.

M. B. CROWELL, general agent for the Old Dominion Steamship Company, who has his headquarters at Norfolk, Virginia, is a native of Ohio. There he was reared and educated, removing to Newport News, Virginia, in 1881, when a movement was begun there to build up that town. He was the first postmaster of Newport News, and filled that office with great acceptability. When there was business enough to justify a small steamer touching that port he was appointed agent for the Old Dominion Steamship Company, and has been connected with that company ever since. He remained in Newport News until 1894, when he removed to Norfolk, assuming the agency of the Old Dominion Steamship Company there.

Mr. Crowell has been connected with the First National Bank of Newport News since its organization, being one of the directors. He is also a director in the Colonial Fire Insurance Company of Washington, and is interested in several other business enterprises. He is a man of more than ordinary executive ability, and manifests keen foresight and sound judgment in all weighty business matters.

ROBERT JOHNSTON, president of the Old Dominion Paper Company, of Norfolk, Norfolk County, Virginia, is of Scotch-English ancestry. He was born in Portsmouth, November 15, 1859, and is a son of Robert M. Johnston and Augusta J. Young, his wife. The father was a native of Princess Anne County, Virginia, and the mother was born in Portsmouth, Virginia.

Robert Johnston's paternal grandfather, James J. Johnston, was a Scotchman, and a boat-builder by trade. His son, Robert M. Johnston, was born in 1809, and died in 1864. He was a farmer and served several terms as sheriff of Princess Anne County. The maternal great-grandfather of the subject of this sketch was Rev. George Young, rector of Trinity Protestant Episcopal Church of Portsmouth. He settled in Norfolk County in 1802, having come here from England. His son, Captain Hy. A. F. Young, was born in England in 1787, and came to the United States with his parents. He was appointed to the United States Navy, and served in the War of 1812. He retired from the navy in 1856, resigning his position several years later. He cast his fortune with his adopted State (Virginia) when she seceded from the Union. His resignation after his retirement was unique; he alleged the reason for such a course being that he did not want to receive a gratuity from a government with which he had no sympathy.

Robert Johnston, whose name opens these lines, removed with his parents to Washington, D. C., in 1864. He attended the public schools of that city until 1874, when he was appointed to a position as messenger in the United States Treasury Department, and assigned to duty with the Secretary of the Treasury, Hon. Benjamin H. Bristow. He also served under Hon. John Sherman, Secretary of the Treasury. He took the civil service examinations, and was appointed a clerk in 1878. Later he attended lectures at the law school of Georgetown University, from which he was graduated with the class of 1880. He was promoted to be chief of division in the custom office in 1882, and relinquished that position two years later to begin his present business.

He became president of the Old Dominion Paper Company in January, 1884. The product of the company goes from Maryland to Georgia, and west as far as Tennessee. It is one of the largest concerns of the kind in the South, and is excellently managed. Mr. Johnston is a director in the following institutions: Merchants' & Mechanics' Savings Bank; Board of Trade and Business Men's Association of Norfolk; Chamber of Commerce; and the Tidewater Insurance Company.

He is a member of the A. F. & A. M., having been treasurer of the Blue Lodge for the past 10 years, and served as worshipful master for two years. He is a member of the First Presbyterian Church of Norfolk.

ALEXANDER H. ASHBURN, who has been a magistrate of Norfolk, Virginia, since January, 1894, was born in Nansemond County, Virginia, in 1828. Mr. Ashburn was reared on a farm, and his first business undertaking was in the tannery line. Later he dealt extensively in lumber. He owned several mills in Isle of Wight County, Virginia, but at the breaking out of the war between the North and South he gave up this business.

Mr. Ashburn went to Windsor, Virginia, where he engaged in mercantile business, and also did some railroad contracting. He was also postmaster of Windsor for some time, and during the war was appointed by the government to supply the sailors' and soldiers' wives and families with the necessaries of livelihood. He did not realize one cent in return for this, and accordingly was obliged to accept any position he could obtain in order to earn a living.

Mr. Ashburn was employed as a bookkeeper after coming to Norfolk, in 1877. Later he held the office of street inspector at Brambleton, and served in that capacity until his appointment, in 1894, to the office of magistrate. He has filled that position ever since, to the entire satisfaction of all concerned. He was appointed through the Temperance administration, being an advocate of that cause.

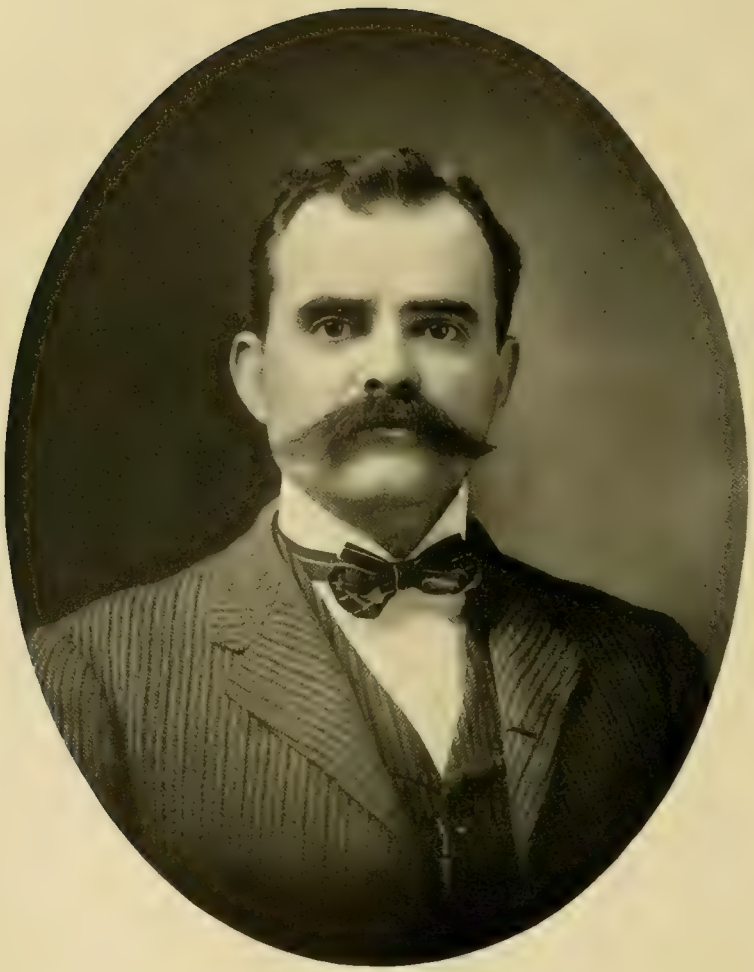
Mr. Ashburn has been twice married. His first union was with Miss Wadkins, a daughter of M. H. Wadkins. She died, leaving two daughters. Mr. Ashburn married, secondly, Miss Owens, a daughter of Rev. Putnam Owens, and they have four sons, namely: Lee; Wallace; Charles; and William H., all of whom are representative men of Norfolk.

Mr. Ashburn has been a member of the Baptist Church for a great many years, and is deacon of that church. He is a member of the Masonic fraternity. He has watched with interest the growth of Norfolk and the country surrounding, and has always been keenly interested in its progress. He is a man of honor and integrity, and his services have always been greatly appreciated.

LAURENCE WARING, attorney-at-law, and clerk of the Circuit Court of Norfolk, Virginia, is a member of the firm of Jones & Waring. He was born in Richmond, Virginia, December 14, 1868, and is a son of William P. Waring.

Laurence Waring was educated at Baltimore, at the Lester Academy. He studied law and was admitted to the bar in 1894. Mr. Waring opened practice in Norfolk with C. W. B. Lane, under the firm name of Waring & Lane. Mr. Lane died in 1897, after which Mr. Waring continued the practice alone for one year, when he formed a partnership with Mr. Jones, the firm name reading Jones & Waring. In 1894 Mr. Waring was elected clerk of the Circuit Court, and re-elected in 1900. He was elected on the Democratic ticket. Mr. Waring has always taken an active interest in local politics, and is considered one of the brightest young lawyers in Norfolk. He has filled the position of clerk of the Circuit Court with great acceptability, and bids fair to occupy that office for some time to come. He is deeply interested in his profession and has a large general practice, and is ranked with th leading lawyers of Norfolk. Mr. Waring is a member of the Board of Trade and Business Men's Association of Norfolk.

THE NOTTINGHAM & WRENN COMPANY, one of the most substantial and progressive business concerns of Norfolk, Virginia, deals extensively in coal, both wholesale and retail, and is engaged in the manufacture of lumber, shingles and laths. This business was established in 1877 by Thomas J. Nottingham and William A. Wrenn, who dealt in coal, wood and ice. At that time they shipped the ice from the pure lake waters of Maine, and dealt extensively in hard and soft coal, and all kinds of lumber. Thomas J. Nottingham died in September, 1891, and the company was organized and incorporated with the following officers: William A. Wrenn, president; Thomas J. Nottingham, Jr., vice-president; G. B. Ferebee, secretary and treasurer; and William J. Woodward, manager of the lumber department. The above-mentioned gentlemen, together with William T. Anderson, form the board of directors of the company. The company also invested in real estate enterprises, and manufacturing concerns, and has lent a helping hand to many business ventures of the city, of the most progressive nature. It has large lumber mills at Grifton, North Carolina, and manufactures and deals in North Carolina pine and cypress lumber, long-leaf Southern pine tim-



C. PRESTON DENBY.

ber, shingles, laths, etc. In addition it handles the products of many other mills, the magnitude of its transactions being evidenced by a view of the yards and wharf of Nottingham & Wrenn, and the city pier of the Norfolk & Western Railway. The company maintains a finely equipped office on Granby street.

William A. Wrenn, president of the Nottingham & Wrenn Company, is a son of A. Wrenn, founder of the well-known carriage manufacturing establishment of A. Wrenn's Sons. William A. Wrenn is vice-president of the Norfolk Ice Company, of which he was one of the founders. This company dropped the handling if natural ice in 1899, finding that it could manufacture a fine quality at a much smaller expense.

C. PRESTON DENBY, who is a member of the City Council of Norfolk, Norfolk County, Virginia, representing the Fifth Ward from Brambleton, was born in Norfolk County October 4, 1860. He is a son of Charles L. Denby, who lived on the place in this county, known as the Millsville farm.

Charles L. Denby followed the occupation of farmer until 1886, when he removed to Norfolk, departing this life at the age of 63 years. His wife, Virginia (Nimmo) Denby, was born in Norfolk. She makes her home with her children, C. Preston; and Mrs. Virginia Flournoy, of Washington, District of Columbia.

C. Preston Denby was reared and schooled in Norfolk, which city has always been his home. He learned bookkeeping at an early age and has devoted most of his time to that occupation. He was elected a member of the City Council in May, 1900, representing the Fifth Ward from Brambleton. He has served on the committee on storage of oils, special street committee, school committee and improvement for Newton's Creek. He is deeply interested in the welfare of his native city, and is always willing to assist in any public movement which is for the good of that community. An honest, upright citizen, he is respected as such, and stands high in Norfolk.

On December 26, 1886, Mr. Denby was married to Martha Cartwright, who is a native of North Carolina. The subject of this sketch is a member of the Royal Arcanum and also belongs to the Modern Puritan society. In political faith he has always adhered to Democratic principles. His portrait accompanies this sketch.

RICHARD W. PEATROSS, one of the popular young barristers of Norfolk, Virginia, has enjoyed a large clientage since 1899, when he first appeared at the Norfolk County Bar.

Mr. Peatross is a son of Hon. Robert O. Peatross, a prominent citizen of Bowling Green, Virginia, and is a native of Caroline County, where he was born in 1870. The boyhood days of Mr. Peatross were spent in acquiring an education at the public schools of his native place. He had exceptional scholastic training, and after finishing in the public school entered Randolph-Macon College, where he graduated with honor in 1890.

Mr. Peatross decided to teach school for a time, and was professor of English in the University School at Knoxville, Tennessee, which position he retained until he reached the age of 29 years, having proved successful as a teacher.

While teaching, Mr. Peatross studied law, and was admitted to the bar at Knoxville, Tennessee, in 1898. He acquired great fluency of speech and is well equipped for the career of a lawyer. In 1899 he removed to Norfolk and engaged in practice, and the possession of a legal turn of mind, coupled with superior executive ability, has made him successful, and won him numerous friends, who predict for him a brilliant future.

CLARENCE W. TEBAULT, who has been a conspicuous figure in the development and growth of Norfolk, Virginia, is president of the Security Real Estate Company, secretary and treasurer of the West End Annex Company, and a partner of D. P. Blount in the general real estate business.

Mr. Tebault was born in Princess Anne County, Virginia, and is a son of Dr. A. G. Tebault, who was engaged in the practice of medicine in Princess Anne and Norfolk Counties for 53 years prior to his death. The subject of this sketch received his intellectual training in the schools of Princess Anne and Norfolk Counties, and early in life embarked in the real-estate business. He organized Park Place, on the tract of 180 acres formerly owned by R. H. McDonald, and this he disposed of for $150,000. He organized the suburban district of Villa Heights, formerly known as the 80 acres of the Ward heirs, which he sold to the present company for $80,000. He has also made large sales in city and country property, and in August, 1899, was one of the principal factors in organizing the Security Real Estate Company, of which he is president, and D. P. Blount is secretary and treasurer. This company has built more than 190 homes at Lambert's Point, Brambleton, Pinner's Point, Portsmouth and Norfolk. The company will sell any kind of a lot desired, and on it will erect a house from plans desired by the purchaser, exacting at first but a small part of the purchase price. In this manner the company has aided many men in securing homes. It also has for sale a considerable amount of farming and timber lands in this section of the State, and negotiates loans. It deals in mineral lands, including copper, kaolin and iron-ore lands in Virginia. It organized the Wheeling Development Company, which owned the A. J. Newton property of 150 acres, which it sold for $100,000. In 1891 the Security Real Estate Company was the principal factor in organizing a company to purchase of the Hampton Roads Company a site of 703 acres of land and water for a new shipyard building and dry dock, planned at a cost of $5,000,000. The Security Real Estate Company stands among the foremost concerns of the kind in Norfolk County, its success being due to the executive ability of its officers, their untiring energy, and the enterprising business methods they employ.

David Perry Blount, who is identified with the various enterprises above mentioned, was born in Washington, Beaufort County, North Carolina, and is a son of Maj. John G. Blount. He was reared and schooled in his native town, and spent his early active career in the transportation business at Washington, North Carolina, and Memphis, Tennessee. In 1893 he came to Norfolk and established the Blount Fruit & Produce Company, which still exists and is located at Nos. 35-37 Roanoke street. In August, 1899, he was one of the organizers of the Security Real Estate Company, of which he is secretary and treasurer; he is also president of the West End Annex Company. He is vice-president of the United States Mutual Protective Association, and stands prominent among the leading business men of Norfolk.

THE BENNETT MEDICINE COMPANY, of Norfolk, which during its brief existence has won the confidence of the people and a large patronage, is composed of L. R. Bennett, president; E. K. Bennett, secretary; and R. M. Bennett, oculist. The company was established April 13, 1901, and has placed on the market, with wonderful success, Dr. Bennett's New Life, the great cell-builder, a remedy for all chronic diseases where there is a deficiency of nutrition and cell growth; Dr. Bennett's Wonder Oil for the relief of pain; Dr. Bennett's Corn and Bunion Cure; and Dr. Bennett's Neuratine, a remedy for nervous diseases. The consultation parlors and laboratory are located at No. 448 East Main street.

The members of the company are brothers, all born in Daviess County, Kentucky. Dr. L. R. Bennett is a graduate of the Eclectic Medical College of Cincinnati, Ohio; Dr. E. K. Bennett, of the University of Ohio; and Dr. R. M. Bennett, of the Louisville Medical College.

JOHN N. HART is the senior member of the firm of Hart & Watts, extensive planing mill operators, of Portsmouth, Virginia. They are wholesale and retail dealers in lumber and builders' supplies in general.

Mr. Hart was born in New Jersey, where he resided until 1870, when he removed to Portsmouth. He comes of a good old family of New Jersey, and enjoyed the advantages of a good academic and collegiate course of study. After locating in Portsmouth, he served as clerk for 20 years in the employ of R. J. Neely & Company, with the exception of some three or four years spent in other large mills. In 1890, his present business enterprise was started by Mr. Hart and his brother, W. F. Hart, under the firm name of John N. Hart & Brother. The partnership continued until the death of W. F. Hart, in 1894. John N. Hart then operated the business alone until 1898, when he took Harry L. Watts into partnership. The building in which the business was begun was on the site of the present structure. It was originally a car shop of the Seaboard Air Line Railway. It was transformed into a planing mill by Mr. Grice, and conducted as such by him until Mr. Hart purchased it. During the Confederate War, it was used as a hospital. This mill was destroyed by fire in 1897, and was at once replaced by the present one. The plant and lumber yard cover about two and a half acres, the dimensions being 600 by 226 feet. The location of this industry is on High, Chestnut and Queen streets. The mill is modern in all its appointments, its machinery being of the most approved type, and the firm manufacture a full line of house finishings goods, which are sold in neighboring towns and cities, and as far distant as Baltimore, Maryland, and Washington, D. C. Employment is given to about 50 men, who are in charge of a regular foreman, W. J. Parker. Messrs. Hart and Watts are also identified with the Virginia Sash & Door Company, adjoining their lumber mill, on Queen street. This company was incorporated in March, 1901, and its officers are as follows: John N. Hart, president; J. J. Robinson, vice-president; and H. L. Watts, secretary and treasurer. The subject of this biography is held in high esteem in Portsmouth, where he has been in business for so many years; his residence is at Park View. Mr. Hart has been twice married. His first union, with Lutie M. Turner, occurred in 1896. She died in April, 1901. He subsequently married Lena S. Spotts.

WILLIAM S. LANGHORNE, who is engaged in the wholesale and retail drug business at No. 800 Crawford street, Portsmouth, Norfolk County, Virginia, is a native of Portsmouth, and a son of Maurice B. Langhorne.

The Langhorne family is one of the old families of Virginia. The great-grandfather of William S. Langhorne was a resident of Warwick County, near Newport News. William Langhorne, the paternal grandfather, commanded the company which escorted the Marquis de La Fayette through the town of Portsmouth, Virginia, during his visit to America. He was also a soldier during the War of 1812. He married Charlotte Wilson, whose father fought in the Revolutionary War. Her grandfather commanded troops at Great Bridge during Cornwallis' invasion. Maurice B. Langhorne, father of the subject of this sketch, was born in Portsmouth, and for many

years was a prominent attorney of that city. He was appointed by the Governor of Virginia, in 1852, a colonel in the Virginia State Militia. He married a Miss Bilisoly. William Wilson, the maternal grandfather of our subject, was clerk of the Norfolk County Court for 39 years. He died in 1843.

William S. Langhorne, whose name opens these lines, served in the Confederate Army during the Intersectional War. He enlisted in March, 1862, in Company K, 9th Regiment, Virginia Infantry (the Old Dominion Guard), which was attached to Armistead's Brigade, Pickett's Division. Being under age, he was honorably discharged after the first Maryland campaign, having participated in all the battles of his brigade. He re-enlisted in the Signal Corps at Petersburg, Virginia, and served around that city until after the Crater battle, when he was ordered to the Trans-Mississippi Department, and surrendered to General Gordon Granger, U. S. Army, at Galveston, Texas, June 5, 1865. He arrived home July 10, 1865.

In 1867, Mr. Langhorne engaged in the retail drug business, and has continued in that line ever since. He has a large wholesale and retail drug store, which is well known throughout that section of Virginia. The present building at No. 800 Crawford street was ready for occupancy in May, 1894. Mr. Langhorne is interested in several banks in Portsmouth, and is a director in the Permanent Home Building Association. He has done much to assist in the progress and development of Portsmouth, and is a man of splendid business abilities. This fact has been proven by his steadily growing business.

Mr. Langhorne married Rosalie Bilisoly, a daughter of Charles Bilisoly. They have two sons and one daughter, namely: William S., Jr., who assists his father; Maurice B., who is bookkeeper for Earl Gregory & Company; and Rosalie, who is now 14 years old. Politically, Mr. Langhorne is a Democrat, and is a member of the City Council. He belongs to the Royal Arcanum and Catholic Knights of America. He is quartermaster of Stonewall Camp, Confederate Veterans. His son, William S. Langhorne, Jr., is a member of the Knights of Columbus; Benevolent and Protective Order of Elks; Royal Arcanum; and Portsmouth Business Men's Association. In religious belief, the family adheres to the faith of the Catholic Church.

R. S. BROOKS, one of the leading real estate, insurance, and rental agents of Portsmouth, Virginia, like his father and grandfather, is a native of that city, and is closely identified with many enterprises which have added to its growth and wealth, and given it prestige as a thriving business center. Mr. Brooks was born in 1865 and is a son of E. C. Brooks, and grandson of William Brooks.

E. C. Brooks has never known any other home than Portsmouth, having been a prominent business man of that place for many years. He is now living in partial retirement, having a desk in the office of the subject of this sketch, and rendering at pleasure some assistance in the real estate business, but more frequently, however, giving valuable advice. In company with Mr. Etheredge, he established a commission house in Portsmouth, and under the firm name of Etheredge & Brooks conducted a very profitable business until 1894, when it was discontinued. About that time the E. C. Brooks Company was formed, with E. C. Brooks as president, Mr. Etheredge, vice-president, and R. S. Brooks, as secretary and general manager. This company conducted a wholesale fancy grocery and confectionery business until about 1898 at Nos. 111-113 High street.

R. S. Brooks began his business career when he was 18 years old. His first work was at Norfolk, in the wholesale grocery house of M. L. T. Davis & Company, where he filled a position with credit to himself and satis-



WILLIAM THOMAS SYKES.

faction to his employers, for a period of 18 months. During this time, young Brooks obtained some insight into the business, and was later associated with his father in a similar line, as before mentioned.

In 1898, Mr. Brooks embarked in the real-estate business, having an office on Court street. Two months later, he removed to his present location, No. 313 High street. A large amount of business is disposed of at this office, necessitating the employment of two competent assistants. Mr. Brooks is also secretary of the Portsmouth & Norfolk County Building & Loan Association, which adds not a little to his clerical work. This association was incorporated in April, 1884, and the present officers are: George R. Trant, president; R. A. Hutchins, vice-president; and C. S. Sherwood, treasurer. The last named gentleman has filled that office since the inception of the company, which operates principally in Portsmouth and its suburbs. It has been the means of improving and developing various parts of the city, and has been instrumental in causing the erection of a large number of dwelling houses. Besides being of such material benefit to homeseekers, the association offers great inducements for profitable investment, having, in the year 1900, paid a 10 per cent. dividend on the capital invested.

Socially, the subject of this sketch is a prominent member of the Business Men's Association of Portsmouth, and is affiliated with the Masonic Order, Elks, Royal Arcanum, and Knights of Pythias. He is a member of the Court Street Baptist Church, of which he is treasurer. His marriage with M. Elizabeth Eastwood, a daughter of M. D. Eastwood, a highly respected citizen of Portsmouth, resulted in the birth of five children, viz: Hazeltine E.; R. Sherwood; Mary T.; Eleanor Louise, and Elizabeth. The family home is located at Cottage Place, one of the most charming and rapidly growing suburbs of the city. Mr. Brooks was one of the very first to take up his residence there.

The subject of this sketch has been very successful in his undertakings, and as a man of sound judgment, great industry, and honorable dealing, he is held in high esteem in the community of which he is a prominent and worthy member.

WILLIAM THOMAS SYKES.

Among the many prominent agriculturists of Norfolk County, Virginia, is the gentleman whose name opens these lines, and whose portrait appears on the opposite page. He resides on his farm near Great Bridge, where he is engaged in general farming. Mr. Sykes was born five miles south of Great Bridge, January 25, 1850, and is a son of William W. Sykes.

William W. Sykes was born one mile south of his son's present farm, in 1829. He was engaged in farming until his death. He enlisted in the Confederate Army under Captain Hopkins, and served for two years. He married Nancy A. Halstead, and they were blessed with one child,—William Thomas,—the subject of this sketch. Mrs. Sykes died in 1893. William Sykes married, secondly, Emma J. Sykes, and they have reared the following children, namely: Willie; Laban; and Frances.

William Thomas Sykes has been engaged in farming all his life, and also spent five years in the lumber business. In 1884, he bought his present farm, which contains 84 acres of well-cultivated land. He also purchased another farm of 174 acres, and one of 74 acres. He takes great pride in bringing this land to a fine state of cultivation, and devotes all of his time and energy to agricultural matters. He built a modern two-story house, of seven rooms, on his home farm, and this has added greatly to the general appearance of the place.

November 19, 1885, Mr. Sykes was wedded to Vandalia Waterfield, who was born in North Carolina, in 1841. She was a daughter of Jesse R. Waterfield. Her death occurred August 21, 1891, and she left four children,

namely: N. Ava, Thomas E., Lillie Mae, and an infant child; the three last named are deceased. Mr. Sykes is a Democrat in politics, and religiously, he is a member of the Methodist Episcopal Church, South. He is one of the most highly esteemed residents of Great Bridge, and is a man of honor and integrity.

PHILLIPS & MAHONEY, operators of a large planing mill and lumber yard and dealers in all kinds of builders' supplies, conduct their extensive establishment at No. 1206 Court street, Portsmouth, Virginia. It is one of the most progressive firms in the city, and gives employment to about 50 persons. It was established February 2, 1892, by J. W. Phillips and A. N. Mahoney, and at first these two practical mechanics did all of their own work. The success which attended their efforts caused them to enlarge their business and employ assistants. From a small beginning, with little capital to further their enterprise, the present extensive business has grown, ranking among the largest and most prosperous of the county. Both members of the firm are possessed of unusual ability, and are most worthy citizens.

J. W. Phillips was born on Court street, Portsmouth, Virginia, in 1856, and is a son of Henry J. Phillips. The latter was a ship-carpenter and an excellent mechanic. He was engaged at the Navy Yard for some time prior to the Confederate War, and was a leader in his work. He died in 1886, and his wife passed away in 1899. He had a large family of children, most of whom are now progressive citizens of Portsmouth. J. W. Phillips served an apprenticeship with LeRoy Godwin, one of the finest mechanics Portsmouth has ever had. He also engaged in contracting somewhat before entering into partnership with Mr. Mahoney. He married Cora M. Williams, a daughter of John J. Williams, and they have two children, —Mary E. and Joseph J. They reside at No. 221 Washington street. Mr. Phillips carries old-line insurance in the Union Central and Northwestern insurance companies, and is a member of the Royal Arcanum.

A. N. Mahoney was born in Albemarle County, Virginia, in 1857, and is a son of A. Mahoney, who was a fine carpenter, and for many years in the employ of the James River Canal Company. The father was born at Old Point Comfort, and resided at Portsmouth until he was 19 years old, when he moved to Richmond, where he married Mary C. Everett, a native of that city. Both are deceased. Two of their sons, G. W. and W. C., now reside at Richmond. Both of them are mechanics, and one is a master car-builder. A. N. Mahoney learned his trade with his father at Richmond, and was employed in the locomotive works at that city a number of years. After removing to Portsmouth he was in the employ of Mr. Godwin until the firm of Phillips & Mahoney was established. He married Mary T. Tynan, a daughter of C. B. Tynan of Portsmouth, and they have four children, as follows: Lee Victor, who was born in Richmond, on the day of the unveiling of the Lee memorial monument; Madeline; Mary T.; and Harry L. Socially, Mr. Mahoney is a member of the Knights of Columbus. He carries old-line insurance in the Union Central and Northwestern insurance companies.

L. H. DAVIS, a well-known business man and a highly esteemed citizen of Portsmouth, is superintendent of the ferries plying between Portsmouth, Norfolk and Berkley, having filled the position efficiently since April, 1899.

Mr. Davis was born at Williamsburg, Virginia, and is a son of J. A. Davis, who for many years was in the government employ. The subject of this sketch has a brother and sister who reside in Portsmouth, namely: William L., who is special battle-ship inspector at Newport News, but resides at Portsmouth; and Mrs. Mary J. Powers, a widow.

L. H. Davis has been a resident of Portsmouth since 1873, having been reared in that city. He served an apprenticeship as a machinist, and was employed in the Navy Yard for a period of 12 or 13 years. In 1896, he was elected mayor of Portsmouth, and for two years gave the city an honest business administration. He then had charge of the power plant of the city for two years. He had served as councilman prior to being mayor. In April, 1899, he accepted his present position as superintendent of ferries. In March, 1900, the ferries were consolidated with the Port Norfolk Electric Railway, and the present name of the corporation is the Norfolk, Portsmouth & Newport News Railway Company. The officers are: Harry L. Maynard, president; Gustavus Ober of Baltimore, vice-president; A. J. Phillips, secretary; John L. Watson, treasurer; Theodore Jackson Wool, counsel; M. R. Jones, superintendent of the railway; and L. H. Davis, superintendent of ferries. Mr. Davis has entire charge of the extensive business of the ferries, which employ about 100 men.

Mr. Davis was united in marriage with a daughter of John W. Land, and has two children: L. L. Davis, aged 20 years, who is learning mechanical drafting; and Bertha H., aged 17 years. Religiously, he and his family are members of the Fourth Street Baptist Church. Their residence is at No. 431 Randolph street.

JOHN W. H. PORTER, who is widely known as a practitioner of law, commissioner in chancery and writer on historical subjects, maintains his law office at No. 212 High street, in the city of Portsmouth, Virginia. He was born in that city in 1842, and comes of one of the oldest families of the State, his ancestors having been established in Norfolk County more than 250 years ago. He is descended from John Porter, Jr., who came to Norfolk County as far back as the year 1649, married Mary Sidney, daughter of Col. John Sidney, and became one of the justices of the County Court and high sheriff of the county, besides filling other official positions. The line of descent from John Porter, Jr., to the subject of this sketch is as follows: Samuel Porter, who died in 1698; Samuel Porter Jr., who died in 1718; William Porter, who died in 1760; William Porter, Jr., who died in 1807; Joseph Porter, who died in October, 1831; and John L. Porter, father of John W. H. Porter, who died in December, 1893.

William Porter, Jr., the great-grandfather, was a soldier in the Revolutionary War. He entered the army in 1775, as a lieutenant in the 12th Virginia Regiment, was promoted to be captain, and later was appointed captain of an artillery company, and served until the close of the war. He was a vestryman in the Established Church and filled a number of official positions in the county. In 1782, he married Elizabeth Luke, daughter of Isaac Luke, and a cousin of Commodore Richard Dale. His brother, David Porter, was before and during the Revolutionary War, a justice of the County Court, and high sheriff of the county. Joseph Porter, the grandfather, served as captain of Virginia troops in the War of 1812, between the United States and Great Britain. He carried on an extensive ship-building establishment in Portsmouth, and did a large business in that line.

John L. Porter, father of the subject of this biographical sketch, deserves to be classed among the world's greatest inventors, for, as far as authentic records show, he was the first man who conceived the idea of a steam-propelled, iron-clad vessel for war purposes. He was born in Portsmouth, September 13, 1813, and died December 4, 1893. His mother was Frances Pritchard, daughter of Capt. William Pritchard, an officer of the Revolutionary War. He had four brothers, all of whom are deceased, namely: William, who was engaged in the mercantile and shipping business, and later removed to Petersburg, where he resided

until his death; Sydney Dale, who went to Mobile, Alabama, and became prominent as a ship and steamboat builder; Joseph; and Fletcher. He learned the art of ship-building under his father, and after his father's death, carried on the business and became the owner of several vessels engaged in the West India trade. In 1846 he was appointed acting constructor in the United States Navy, and sent to Pittsburg, Pennsylvania, to superintend the building of the iron sloop-of-war "Alleghany," remained in Pittsburg about three years. While there, he conceived the idea of building a seagoing, iron-clad ship, and made plans and specifications, which were submitted to the Navy Department at Washington, but nothing was done about it at that time, except to acknowledge their receipt. The idea was too far advanced for those days. We had not then reached the era of iron-clads. He retained, however, copies of his plans for future use. This was 15 years before England and France began experimenting on the subject. Shortly after this, Mr. Porter received a regular appointment as constructor in the navy and built for the government the sloop-of-war "Constellation," the steam sloops "Pensacola" and "Seminole," and the steam frigates "Powhatan" and "Colorado," besides a number of smaller vessels. The beginning of the troubles between the States found him stationed at the Pensacola Navy Yard, and, upon the secession of Florida, in January, 1861, he was ordered to the Washington yard, where he remained until April, when he was ordered to the Gosport Navy Yard, and witnessed the destruction of that establishment by the Federal authorities on the 20th of that month. Among the vessels destroyed at that time was the frigate "Merrimac," which was sunk and burned to her water-line. She was raised May 30th, and Mr. Porter put the hulk in the dry dock. Mr. Porter was opposed to the secession of Virginia, but when the State decided to go out of the Union, he resigned his position in the United States Navy and cast his fortunes with her. He considered that he owed allegiance first to his State. He received an appointment as constructor in the Confederate States Navy, and was ordered to remain on duty in the Gosport Navy Yard.

Then the thought of his Pittsburg iron-clad recurred to him and he made a model, but so modified as to bring it within the limited building facilities of the South. He took the model to Richmond on June 24, 1861, and submitted it to Secretary Mallory of the Confederate States Navy, who ordered a board to assemble the next day to consider it. The board was composed of Mr. Porter, Chief Engineer William P. Williamson and Lieutenant John M. Brooke. The board approved the model and decided to recommend that a boat be built after it, but the necessary delay that would be occasioned in building machinery for her suggested to Mr. Porter that he could adapt his plan to the "Merrimac," and utilize the machinery in her. He so stated to the board, and his suggestion was adopted. He returned to the Gosport Navy Yard to draw his plans, and Chief Engineer Williamson went there to superintend her machinery. Mr. Porter completed the plans on July 10th, returned to Richmond with them, submitted them to Secretary Mallory and that official approved them and sent the following order to Commodore Forrest, commanding the Navy Yard:

NAVY DEPARTMENT.
RICHMOND, VA., July 11, 1861.

FLAG-OFFICER F. FORREST:

SIR—You will proceed with all practicable dispatch to make the changes in the Merrimac, and to build, equip and fit her in all respects, according to the plans and designs of the Constructor and Engineer, Messrs. Porter and Williamson. As time is of the utmost importance in this matter, you will see that the work progresses without delay to completion.

S. R. MALLORY,
Secretary, Confederate States Navy.

This order set the ball in motion and Mr. Porter had full sway. Work on the vessel was pushed as rapidly as possible, and, on the 8th of March, 1862, she made her debut. The result is a matter of general history. The whole

system of naval architecture was revolutionized and the nations of the old world realized the fact that the days of their wooden ships were numbered. The difference in the plans of Mr. Porter and those of Federal naval architects was that in his boats the resisting surface was on a slant while in theirs it was perpendicular.

In the summer of 1861 before the ports of the Confederate States had been closed by blockade, Mr. Porter advised Secretary Mallory to import from Europe iron-plating and steam-engines for gunboats so as to keep the enemy out, but the Secretary thought the war would be over in six months and it was useless to go to so much expense. Had the advice been taken the result of the war might possibly have been different. Certainly the "Louisiana" and "Mississippi" at New Orleans would have been finished in time to have saved that city from capture and the vessels which were supporting McClellan's army on the Virginia Peninsula would have been driven away. The South was rich in timber with which to build the gunboats, but had no machinery or iron-plating for them.

Mr. Porter was made chief constructor in the Confederate States Navy, a position corresponding with that of chief of the Bureau of Construction, and served in that capacity continuously until the close of the war. He designed most of the iron-clads built in the South, and also several seagoing iron-clads, which the Confederate government contracted to have built in England and France, but which were stopped by those governments. After the war he went to Baltimore, and was for a time superintendent of Abrams & Sons shipyard. He had charge of the ship-building department of the Atlantic Iron Works in Norfolk until that company discontinued business. He was superintendent of Baker's shipyard in Berkley until 1883, when he was appointed superintendent of the Norfolk County Ferries, serving some five years until he retired. When Portsmouth was first incorporated, he was elected president of the first City Council.

John L. Porter married Susan N. Buxton, who was born in Nansemond County in 1817, and still resides at Portsmouth. Their children were as follows: George P., of Portsmouth; Mary Susan, wife of Prof. John S. Moore, of Oxford, Georgia; Alice F., who married George H. Ellison, both deceased, of Mobile, Alabama; John W. H.; Martha B., who married Prof. Frank P. Brent, now of Richmond; and James B., of the Norfolk business firm of Porter, McNeal & Company.

John W. H. Porter attended the public schools, and later the Virginia Collegiate Institute in Portsmouth, and was pursuing an academic course at the University of Virginia at the outbreak of the Civil War. He was in one of the companies of university students that assisted in the taking of Harper's Ferry by the Virginia troops in April, 1861, after which he returned to Portsmouth, and at once entered the Confederate service as a member of Company K, 9th Regiment, Virginia Infantry, known as the "Old Dominion Guard." He was subsequently transferred to the Signal Corps, and again in the infantry, where he was promoted to lieutenant in 1864, serving as such until the war closed. He was 19 years old at the time of enlistment. After the war he studied law in the office of Godwin & Crocker, and was admitted to the bar in 1866, at once beginning practice. In 1872 he was elected city attorney and served as such for a period of seven years. He then retired from practice to devote attention to newspaper work, conducting the *Portsmouth Daily Enterprise*, of which he was editor and publisher, until 1889, when he sold the paper and resumed the practice of law. In 1883 he was elected to the Virginia Legislature, serving two successive terms. He has served as councilman from the Second Ward, and as a member of the joint ferry committee managing the Norfolk County Ferries. His office for the past two years has been in

the Rosenbaum Building. The members of the Porter family have been prominent in the administration of the affairs of the county of Norfolk and city of Portsmouth since the early days when John Porter, Jr., first located there.

John W. H. Porter was joined in marriage in January, 1869, with a daughter of Owen D. Ball, of Baltimore, who was superintendent of the Seaboard & Roanoke Railroad and resided some years at Portsmouth. She is a direct descendant of Caleb and Priscilla Dorsey, of Elk Ridge, Maryland. Two children were born of this union: J. Ridgely, bookkeeper at the Bank of Portsmouth; and Hunter Ball, who is now obtaining his intellectual training. Mr. Porter is a member of the Monumental Methodist Episcopal Church, South, and is a member of the board of trustees of that church.

ARCHIBALD OGG, of the firm of Ogg & Walker, contractors for all kinds of stone work, who is located at Portsmouth, Norfolk County, Virginia, was born in Richmond, Virginia, in 1875. His father, George Ogg, whose death occurred in 1896, was a carver.

Archibald Ogg was reared and schooled in Richmond, and served a portion of his apprenticeship under his father, who had learned his trade and art in his native country, Scotland. His partner in business, Mr. Walker, is a native of Aberdeen, Scotland. These gentlemen opened their business in Portsmouth, in 1896, with general offices at Nos. 818-820 Glasgow street, and their marble and monument yard is located at the corner of Chestnut and London streets. They have also another large yard where the stone-cutting is carried on. Since removing to Portsmouth, this firm has handled practically all of the large contracts in stone work in the city and vicinity. At the present writing, they are constructing two large buildings, which will be a credit to themselves and to the community,—the Court Street Baptist Church and the Central Methodist Episcopal Church, South. They employ on an average 25 men the year round, and during the busiest seasons often have from 50 to 75 men. Among the many fine buildings they have erected are the Merchants' & Farmers' Bank at Portsmouth a fine bank at Suffolk, and several large buildings in Norfolk. They have also built the E. M. Tulley monument, the Samuel Bland monument at Berkley, and a large monument for Mr. Griffin. This firm has by far the largest business of the kind in Norfolk County, and has established a reputation throughout this section of Virginia.

Mr. Ogg married Mary E. Castine of Norfolk, her parents being residents of Norfolk County. Two children have blessed this union, namely: Isabel and George. Mr. Ogg has a home on the boulevard in Park View, the charming suburb of Portsmouth. In politics, he favors the Democratic party. He belongs to the Woodmen of the World. He is deply interested in the welfare of Portsmouth, and is one of that city's most prominent citizens.

WILLIAM H. STOKES, an old and highly esteemed resident of Portsmouth, Virginia, is principal of the Portsmouth Academy, a well-patronized institution, which he established in 1868. He was born in Baltimore, Maryland, in 1845, and is a son of Isaiah and Jane (Morton) Stokes.

Isaiah Stokes was a pattern-maker by trade, and followed that occupation in the Navy Yard until his retirement five years before his death in 1875, at the age of 70 years. He was born in Ireland and served in the Confederate Army during the Intersectional War. He married, in America, Jane Morton, a native of Ireland. William H. Stokes has one sister; and a brother, Edward S., who joined the Porthmouth National Grays, of which his father was a sergeant, served during the war

and died October 4, 1864, in Chimborazo Hospital at Richmond, about two weeks after becoming of age.

William H. Stokes was an infant when his parents located in Portsmouth, Virginia, and he first attended public school in the basement of the Court Street Baptist Church. He then attended the Virginia Collegiate Institute, under Prof. N. B. Webster, until the outbreak of the Confederate War. At the close of the war he became a bookkeeper in the naval storekeeper's office in the Navy Yord, and served thus until the office was abolished, in July, 1867. He then began teaching, having established the Portsmouth Academy, on County street, between Court and Dinwiddie streets. It began with an attendance of 15 pupils, about 10 of whom were in the primary department, of which his sister, Miss E. J. Stokes, has had charge since the start. In 1873, the school was removed to Court street, opposite the site of the old St. John's Church, where it remained for 15 years. In the meantime the attendance had greatly increased. It was then moved, in 1887, to No. 401 Crawford street, where it has since been located. A night school was established which convenes three nights a week, its object being to prepare boys for examination in the Navy Yard. This course includes bookkeeping, mathematics and penmanship. Many prominent business men received their start in this institution, and a few girls also attend, most of them being in the primary department. The night-school session continues for eight months, and the day-school session, for two months longer. The recent enrollment is 85 students. There are two large school rooms, and above them is the home of Professor Stokes. He edited the *Portsmouth Times* from 1880 to 1885, until the failure of Bain & Brother, and at different times since has been editor of the *Portsmouth Record*. At one time, he was associate editor of the *Portsmouth Enterprise*, with John W. H. Porter.

Mr. Stokes was united in marriage with Josie E. Clemm of Baltimore, October 11, 1877, and five children were born to them, namely: Annie; Josie Clemm; William Reese; Emily Anerson; and Ralph Morton. Annie married J. Harlan Winslow of Shelby, North Carolina, who is identified with the Seaboard Air Line Railway. They have two daughters, Annie Marie and Madge Stokes. Josie Clemm died at the age of five years, and William Reese died at about the age of two years. Emily Anerson is 15 years old, and lives at home. Ralph Morton, who was born in 1890, also lives at home. In politics, Mr. Stokes is a Democrat, and he has frequently been urged to run for mayor. Socially he is a member of the Knights of Honor. In religious belief, he is a Presbyterian, as was his father. He has been an elder in the First Presbyterian Church at Portsmouth since 1869, and is also superintendent of the Sabbath-school.

R E. CRUMP, secretary and treasurer of the Portsmouth Cotton Manufacturing Company, was born in Richmond, Henrico County, Virginia, in 1859. He has been a resident of Portsmouth for the past 32 years, and is one of that city's most influential citizens.

Mr. Crump has been associated with the Portsmouth Cotton Manufacturing Company since 1898. The board of directors' first meeting was held January 2, 1893, to arrange for the erection of a cotton factory in Portsmouth. The directors were as follows: W. G. Parker; Franklin D. Gill; T. W. Whisnant; Joseph F. Weaver; Joseph A. Parker; John L. Thomas; James A. Mulvey; A. J. Phillips; E. W. Owens; John L. Watson; John T. King; S. P. Oast; L. H. Pearson; John H. Hume; V. G. Culpepper; and Robert Bohlken. Mr. Whisnant was elected president of the company; W. G. Parker, vice-president; James A. Mulvey, secretary; and Alexander B. Butt, treasurer. W. G. Parker was made president

of the company, May 22, 1895, and on July 8, 1896, E. N. Wilcox became secretary, succeeding Mr. Mulvey. July 7, 1898, Mr. Crump was elected secretary to succeed Mr. Wilcox, and on January 9, 1901, he was made secretary and treasurer, at which time the two offices were merged into one. The capital stock of the Portsmouth Cotton Manufacturing Company is very valuable, and the company is paying large dividends.

Mr. Crump is a man of splendid business ability, and he is interested in several of the leading enterprises of Portsmouth. For the past 19 years, he has been associated with the Greenleaf-Johnson Lumber Company, acting in the capacity of secretary. He is chairman of the finance committee of the City Council of Portsmouth, and is considered one of the most progressive business men of that city. He is deeply interested in the welfare of Portsmouth, and always gives his assistance when any worthy movement is undertaken to improve the city. Mr. Crump has an elegant home at No. 109 Court street. Mr. Crump was joined in marriage, in 1889, to Eugenia T. Schroeder, a daughter of Charles Schroeder, of Portsmouth, Virginia, who was, prior to the war between the States, in the United States Navy. But at the beginning of that war, he enlisted and rendered valuable service in the Confederate States Navy. Mrs. Schroeder, the mother of Mrs. R. E. Crump, was born in Portsmouth and was descended from one of the early families of Virginia. Mrs. Crump is president of Portsmouth Chapter, United Daughters of the Confederacy.

STEPHEN BOWERS, an extensive brick contractor of Portsmouth, Norfolk County, Virginia, was born on the Western Branch of the Elizabeth River, Norfolk County, August 22, 1829. He is a son of Jeremiah Bowers, who was born in Norfolk County. His grandfather was also a Virginian.

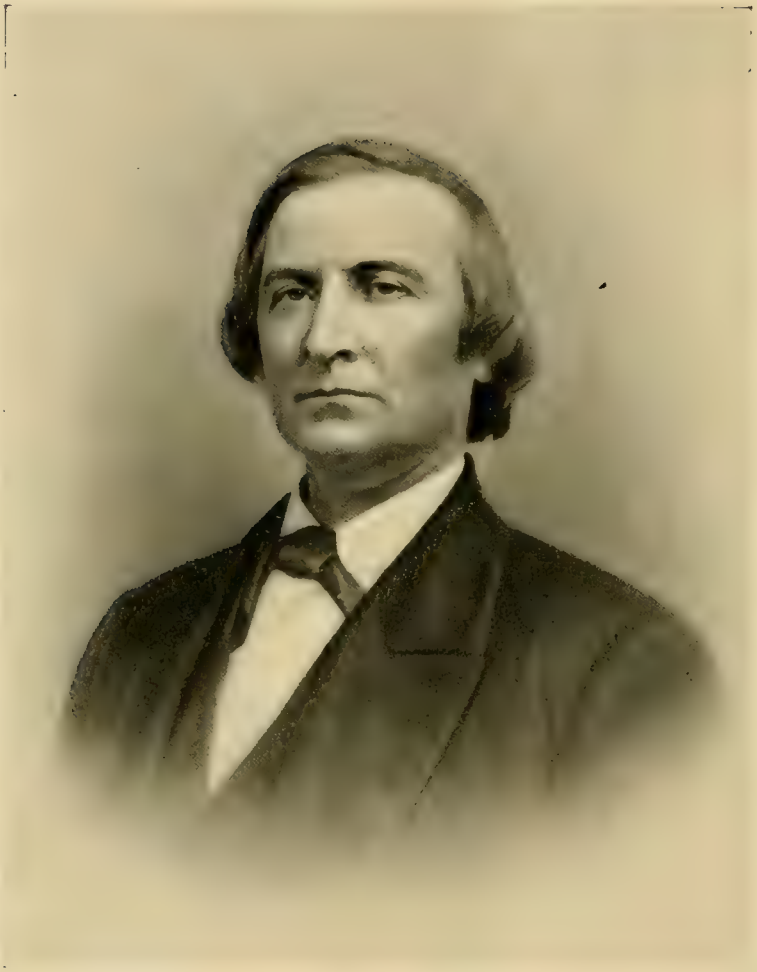
Jeremiah Bowers was a wheelwright and blacksmith by trade, and worked for many years in Norfolk. He also farmed somewhat in the county. He married Mahala McPherson, who was born in Perquimans County, North Carolina. She removed with her parents to Portsmouth, where she was married and where she died in 1855. She left three sons,—Samuel and Thomas, who are deceased; and Stephen, the subject of this sketch.

Stephen Bowers was reared in Portsmouth. He served an apprenticeship as a brick-mason with William B. Cullens, who is deceased. He was with that gentleman from 1843 until 1848, and then entered into business for himself. He is now engaged in government contracting, and has erected all of the Seaboard Air Line Railway buildings in Portsmouth.

Mr. Bowers married Mary Jane Denby, who was born in New Orleans, March 24, 1831. She is a daughter of William B. Denby, an early resident of Portsmouth. Her mother was Jane Veale, a descendant from Crawford Veale, one of the original settlers of Portsmouth. Mrs. Bowers' uncle, Dr. Dempsey Veale, practiced medicine at Deep Creek for many years. One sister, Adelia D. Denby, is deceased; she married William Virnelson, and at her death, left two children,—Clifford, who is assistant gunner in the United States Navy, and is now located near Philadelphia; and Mamie, the wfe of Clarence T. Peed, a clerk in the Seaboard Air Line Railway offices, who lives in Portsmouth, and has three children, viz.: Clarence; Ralph D.; and Adelia A.

Mr. and Mrs. Bowers have had eight children, two of whom are deceased. Their names are: Alice Dale, deceased; Sallie, the wife of James C. Curlin; Will D.; Blanche; Josephine; Delia, deceased; May, the wife of Paul Whitehurst; and Eva, the wife of Edward M. Dashiell.

Mr. Bowers and his son, Will D., are now erecting two large magazine buildings at the United States Arsenal in Norfolk County. They have done much work for the govern-



LYSANDER HENRY KINGMAN.

ment and the Seaboard Air Line Railway. They also erected the Chamberlin Hotel at Old Point, the Post Office at Norfolk, and many other large and important structures in the city and vicinity. Will D. Bowers has also done a large amount of work in New York City. This firm is one of the best known of the kind in Virginia, and their workmanship is of the highest order. They have done much to assist in the general progress of Norfolk County, and stand among the foremost business men of Portsmouth.

R. S. WILSON, master machinist, outside, in the United States Navy Yard at Portsmouth, Norfolk County, Virginia, was born in that city in 1862. He is a son of James R. Wilson, who was connected with the Navy Yard for many years.

James R. Wilson was born in Maryland, on Chesapeake Bay. He was a ship-joiner in the Navy Yard for many years, and died in 1892. Besides R. S., another son, James H., lives in Portsmouth. James R. Wilson's family were all natives of Baltimore, Maryland.

R. S. Wilson attended the public schools of Portsmouth, and also Prof. N. B. Webster's school in Norfolk. Since entering upon his business career, he has continued his studies both by correspondence and in schools. In the summer of 1878, at the age of 16 years, he entered the Navy Yard as an apprentice. In 1899, he was given his present position, that of master machinist on the outside. He has charge of all repair work on all machinery afloat, and placed the machinery in the "Raleigh." He was connected with the work on the "Texas" and many others among the principal vessels of the navy. Mr. Wilson is what may be termed a self-made man. He has always sought to improve his mind and gain additional knowledge of his profession, and he is possessed or more than ordinary ability.

Mr. Wilson married Alice E. Wilson, a daughter of Willis Wilson, who was a Confederate soldier. He was a member of Grimes' Battery, Artillery, and died soon after the war closed. Mr. and Mrs. Wilson have four daughters and two sons, namely: Herbert L., who is learning draughting in the engineering department in the Navy Yard; Georgia Elizabeth, who attends school in Portsmouth; Mary Maupin and Dora, also at school; Hazel; and Robert.

Politically, Mr. Wilson is a Republican. Socially, he is a member of the Ocean Council, No. 1,063, Royal Arcanum; and National Union. He also belongs to the B. P. O. E.; Atlantic Lodge, No. 24, Knights of Pythias; and the Independent Fire Company. The Wilson family attend the Methodist Episcopal Church, South.

LYSANDER HENRY KINGMAN, deceased, for many years a well-known resident of Norfolk County, Virginia, was born in Amherst, Massachusetts, in 1803. He came to Norfolk County, Virginia, when a young man and engaged in teaching school.

Mr. Kingman was united in marriage with Elizabeth Carney, who died in 1837. His second marriage was contracted with Mrs. Taylor, *nee* Grimes. He was again married, wedding Mrs. Wilder, who died in 1863. In 1865 he married Mrs. Joseph M. Wise, who was born in Elizabeth City, North Carolina, November 19, 1824, and is a daughter of Dr. John M. Krozer. Dr. Krozer was a graduate of the Imperial College of Vienna; upon coming to the United States he located at Philadelphia, Pennsylvania, where he married Frances Mayer, a native of Germany. Their children were: Dr. John J. R.; and Mrs. Kingman. Mrs. Kingman was first married in 1839, to Andrew J. Wise, who died in 1862, at the age of 44 years.

Mr. Kingman was a teacher, lawyer and farmer, and stood high among his fellow men. He served as a justice of Norfolk County before and during the Confederate War. He was a Baptist in his religious attachment, while in political belief he was a strong Whig. At the time of his death he was residing on the farm of 120 acres, which is now owned by his widow, and is under the management of Henry Duke. Mrs. Kingman is one of the grand old ladies, for which the South is noted. Especially is she kind to the young, and although she has never had any children of her own, she has reared many homeless ones.

A portrait of Lysander Henry Kingman accompanies this mention.

GURDON K. BAKER, deceased, who came of a prominent old family of Virginia, was engaged in pile driving, dredging and wharf building, his residence being at the corner of Main and Virginia streets, in Berkley. He was born in Norfolk County, Virginia, February 5, 1850, and was a son of Capt. Joseph and Rachel (Moody) Baker, and grandson of Barnabas Baker, who was a sea-captain.

Joseph Baker was born in West Dennis, Massachusetts, and received his mental training in that State, his mother and sister, Nabby Taylor, being school teachers. He was master of a vessel when fourteen years old, and took a vessel filled with corn to Ireland, during the famine there in 1846. In that year, he and his brother Barnabas came south and located first at Portsmouth, where they remained until the winter of 1856-57, when they moved to Berkley, Virginia. They were the first wreckers in the bay and became the most extensive operators in that line in the United States. They were the most daring as well as the most successful, wreckers of their day, and were always on hand, day or night, when informed of trouble. They sent a steamer named the B. & J. Baker on a wrecking expedition to Africa, but this did not result successfully. At another time they went to Cape Horn for a similar purpose. They raised the "Merrimac" for the Confederates. They also raised the "Germantown," which was sunk in 1861. They worked on the government man-of-war which was lost off the coast of North Carolina, and assisted in carrying down crews, some of which were lost. In 1877, while saving a Norwegian bark, loaded with barrels of petroleum, Barnabas Baker fell into the hold, and his death resulted an hour later, at the age of 72 years. He was a brave and daring man, and performed many heroic services during his life. At one time when their vessel was in a storm, he lashed those on board up in the rigging and then proceeded to fasten himself likewise. The vessel sank to such a depth that only the mast was above water. They were rescued by a friendly vessel, and only two of the number died, their deaths resulting from the extreme cold. The company owned one of the first steamers of the harbor of Norfolk, the "Bladen," and also were possessed of steamers and sailing vessels of all kinds. In 1861, they sent down a tug called "Young America," after a vessel in distress, which had on board a cargo of sugar and molasses. The tug went to Hampton Roads, and was taken by the Federals and confiscated, although she was going on a peaceful mission, before Norfolk Harbor was blockaded. After the death of Barnabas Baker, Capt. Joseph Baker assumed charge of the business and carried it on for a number of years, when the Baker Salvage Company was formed in Norfolk and Berkley. He continued with the company until it sold out, when he undertook dredging and wharf building, which he followed until his death. He was born October 23, 1813, and died March 6, 1893. In 1835, he was united in marriage with Rachel Moody, who was born June 30, 1813, and died January 1, 1874. Both were devout members of the Presbyterian Church. Seven children blessed their

union, of whom three died before coming to Virginia, namely: Albert A. and Lydia, who died the same week, of scarlet fever; and Thankful, who died in 1846, aged one year. Those who grew to maturity were,—Joseph A., a record of whose life appears elsewhere in this work; Mercy B., wife of Capt. J. J. Cole, who was identified with the wrecking business; Gurdon K., whose name heads this sketch; and Ann L., wife of William H. Kirby.

Gurdon K. Baker was educated in Charlotte, North Carolina, and Norfolk, Virginia, and after school days engaged in business with his father. He succeeded to the latter's business, which he conducted until his death. He died August 14, 1895, at the age of 45 years, and was the last of the seven children born to his parents.

Mr. Baker was married November 3, 1881, to Nannie Hodges, a native of Berkley and daughter of George T. and Herbert A. (Lively) Hodges. Her father was a native of Norfolk County, Virginia, and her mother, of Hampton, Virginia. Mr. Hodges was born in Norfolk, and became commissioner of revenue and looked after his father's business. He died at the age of 40 years, and his wife at the age of 34 years. Religiously, they were Episcopalians. Mr. and Mrs. Baker became the parents of four children, namely: Clarence H., who died at the age of two years; Joseph P., who attends school; Gurdon K., who died at the age of one year; and Gurdon K., the second son to bear that name. Mrs. Baker is a member of the Presbyterian Church.

JOSEPH A. BAKER, who was a marine engineer and a wrecker throughout his entire business career, lost his life in the discharge of his duties. He was just entering his prime and was highly esteemed by his acquaintances, to whom his unfortunate end was a sad blow. He was born June 14, 1840, and was a son of Capt. Joseph and Rachel (Moody) Baker. His grandfather on the parental side was Barnabas Baker, who was a sea-captain, and he comes of Puritan stock.

Capt. Joseph Baker was born in West Dennis, Massachusetts, and received his mental training in that State. His mother and sister, Nabby Taylor, were school teachers. He was master of a vessel when 14 years old, and took a vessel loaded with corn to Ireland, during the famine there in 1846. In that year he and his brother Barnabas came south and located first at Portsmouth, where they remained until the winter of 1856-1857, when they removed to Berkley, Virginia. They were the first wreckers in the bay and became the most extensive operators in that line in the United States. They were the most daring, as well as the most succesful, wreckers of their day, and were always on hand, day and night, when informed of the trouble. They sent a steamer named the "B. & J. Baker," on a wrecking expedition to Africa, but this did not result successfully. At another time they went to Cape Horn for a similar purpose. They raised the "Merrimac" for the Confederates. They also raised the "Germantown," which was sunk in 1861. They worked on the government man-of-war which was lost off the coast of North Carolina, and assisted in carrying down crews, some of which were lost. In 1877, while serving a Norwegian bark, loaded with petroleum in barrels, Barnabas Baker fell into the hold and his death resulted an hour later, at the age of 72 years. He was a brave and daring man, and performed many heroic services during his life. At one time when their vessel was in a storm, he lashed those on board up in the rigging and then proceeded to do the same to himself. The vessel sunk to such a depth that only the mast was above water. They were rescued by a friendly vessel, and only two of the number died, their deaths resulting from the excessive cold and exposure. The company owned one of the first steamers of the harbor of Norfolk, the "Bladen," and

also were possessed of steamers and sailing vessels of all kinds. In 1861, they sent down a tug called "Young America," after a vessel which had on board a cargo of sugar and molasses. The tug went to Hampton Roads, and was taken by the Federals and confiscated, although she was going on a peaceful mission, before Norfolk harbor was blockaded. After the death of Barnabas Baker, Captain Joseph Baker assumed charge of the business and carried it on for a number of years, when the Baker Salvage Company was formed in Norfolk and Berkley. He continued with the company until it was sold out, when he undertook dredging and wharf building, which he followed until his death. He was born October 23, 1813, and died March 6, 1893. In 1835, he married Rachel Moody, who was born June 30, 1813, and died January 1, 1874. Both were devout members of the Presbyterian Church. Seven children blessed their union, of whom three died before coming to Virginia, namely: Albert A. and Lydia, who died in the same week of scarlet fever; and Thankful, who died in 1846, aged one year. Those who grew to maturity were,—Joseph A.; Mercy B., wife of Capt. J. J. Cole, who was identified with the wrecking business; Gurdon K., whose biography is also in this work; and Ann L., wife of William H. Kirby.

Joseph A. Baker was educated in Norfolk, where he attended Professor Webster's school, and later Professor White's school. After school days, he went into business with his father, but not liking it did not work steadily at wrecking. He sought other employment, but always returned when his father needed his assistance in emergency cases. He and his brother-in-law, Captain Cole, took the first steamer to Richmond after the war, and later he was engineer on a steamer which conveyed troops all through the Gulf of Mexico. He started east, and was discharged from the service before reaching New York. He continued as a worker in the Navy Yard, and was engineer on different boats until his death. Upon the request of his father, he went to the assistance of a boat which was ashore on Smith's Island. In the discharge of his duty, he had all the pumps arranged and ready for operation as soon as the tide was suitable. At the instance of Capt. King, he lay down to rest. He had been asleep but a short time when it was discovered that something was wrong with the boiler, and he was awakened to right the matter. He knew at once that the boiler had on too much steam, and with lantern in hand and a monkey wrench to open the safety-valve, he approached it. The boiler blew up, instantly killing him and the two Cobb brothers, and wounding several others. This terrible accident occurred on August 30, 1869, when he was 29 years of age.

Mr. Baker was married January 22, 1863, to Henrietta S. Long, a native of Maine, and a daughter of William and Nancy Long. Mrs. Baker is a member of the Presbyterian Church. Mr. Baker belonged to the Masonic fraternity.

DARRISON S. ACKISS was formerly the assistant treasurer of the Bridgeport Silver Plate Company, and also for many years was the efficient clerk of the United States Court in Norfolk, Norfolk County, Virginia. He was born in Princess Anne County, Virginia, July 31, 1868, and is a son of William H. and Mary Anne (Seneca) Ackiss.

William H. Ackiss and his wife were both natives of Princess Anne County. William H. Ackiss has always given much attention to agricultural pursuits, and is still engaged in farming. Their son, Caleb L., was for several years stenographer to the naval constructor at the Navy Yard at Portsmouth, which position he lately resigned, and is now connected with the passenger department of the Boston & Albany Railroad, Boston, Massachusetts. A sister, younger than the subject hereof, died at the age of five years, and the remainder of the



SAMUEL T. HAND.

eight children born to Mr. and Mrs. Ackiss are living in Princess Anne County.

Harrison S. Ackiss, whose name heads these lines, attended the public schools of Princess Anne County, after which he went to New York, where he entered a business college, from which he was graduated. He then accepted a position as bookkeeper, and worked at that several years. In 1888 he settled in Norfolk, Virginia, where from 1890 until 1892 he was deputy clerk. In 1892 Mr. Ackiss was made clerk of the United States courts in Norfolk, and filled that position with credit and honor to all until 1898. His services in the capacity of clerk of the United States courts were excellently rendered and his resignation was received with much regret. He next entered mercantile business as assistant treasurer of the Bridgeport Silver Plate Company, an office which he held for two years, until November, 1900.

Mr. Ackiss was married November 21, 1893, to Lizzie Anderson, a daughter of William A. and Ella Anderson. Mr. Anderson has an iron foundry in Norfolk, and is an influential citizen of the city. Two children have been born to Mr. and Mrs. Ackiss,—Ella D. and Harrison S., Jr. The family attend the Baptist Church. Mr. Ackiss is well known in Norfolk, where he takes a deep interest in all public enterprises which are undertaken for the advancement of the community.

SAMUEL T. HAND, a chief engineer in the merchant marine, lately retired from service at sea, is a gentleman of marked ability as a marine engineer, as his years of successful service testify. He resides at No. 600 Chestnut street, Portsmouth, Virginia. Mr. Hand was born at Warren, Massachusetts, October 29, 1845, and is the only son of Samuel T. and Lois C. (Curtis) Hand, and grandson of James and Elizabeth (Pennington) Hand. The beloved paternal grandparents passed their last days at the home of the father of the subject thereof, in Somerset County, New Jersey.

Samuel T. Hand, Sr., the father, was a native of Somerset County, New Jersey, where he was born August 31, 1819. He was a man of splendid business sagacity, and for more than half a century served as superintendent of roads and bridges of the Seaboard & Roanoke Railroad, now a part of the Seaboard Air Line Railway. He left his native State, and located in Virginia about 1848. The following year, he entered the service of the aforesaid company, as one of its officials. His superior executive ability fitted him to a nicety for such a position and the success of that company is attributed largely to his efforts. Although it was his earnest desire to spend his closing years in retirement, through the earnest and combined efforts of the other officials, he was persuaded to retain his position, and continued in the business for which he was so admirably adapted, up to his last illness. His death took place June 11, 1900. He was quite prominent in Masonic circles.

The mother of the subject of this sketch was a member of the Baptist Church. She was born in the State of Massachusetts, March 10, 1812, and passed to her final rest, January 19, 1899. She and her husband were the parents of three children,—two daughters and one son. The son was the second child born to them, and is the only surviving member of the family.

Sarah, the eldest, was born September 13, 1843, and died August 26, 1848. Mary J., the youngest daughter, died in 1855, during the prevalence of yellow fever, being only one year old at the time of her death.

Samuel T. Hand attended Webster Collegiate Institute of Portsmouth, and after leaving school entered the machine shops in the same city, where he served a three years' apprenticeship. He then went to Wilmington, Delaware, and worked one year in the marine machine shops of that place. Later, he served for some time as 3rd assistant engineer in the

United States Navy. When the Confederate War broke out, he enlisted in Company D, 9th Regiment, Virginia Infantry, but, in a short time, was discharged for disability. He returned to the service in the navy, from which he resigned in 1865, and spent some time in the shops of the Seaboard & Roanoke Railroad. He was soon promoted to be an engineer and was placed in charge of a locomotive. A little later he was transferred to one of the Seaboard company's boats, where he also served as engineer. Severing his connection with that company, he entered a similar service with the Pioneer Line, and later with the Old Dominion Steamship Company, where he remained for a period of 27 years. He finally resigned his position with that company in May, 1900. Since 1866, he has been a chief engineer in the merchant marine, a position he is well qualified to fill in an able manner.

Mr. Hand has been twice married. His first wife was, before marriage, Margaret Virginia Divine, a Pennsylvanian by birth, but reared principally in Virginia. She crossed the river of death, June 25, 1897, after 31 years of happy wedded life; she was a faithful member of the Roman Catholic Church.

On March 16, 1899, Mr. Hand was again married, Mary J. Pritchett being this time the lady of his choice. The ceremony took place in the city of Baltimore, of which the present Mrs. Hand was then a resident, although she is not a native of that place. She was born October 7, 1870, at Elizabeth City, North Carolina. Two children bless this union, Samuel T., Jr., and Margaret Lois. Mrs. Hand is one of a family of seven children, and early embraced the faith of the Protestant Episcopal Church.

In his long and eventful service on ocean-going steamships. Mr. Hand had many interesting experiences, his duty calling him on Chesapeake Bay, the North Carolina sounds, the Atlantic Ocean and Caribbean Sea; he frequently visited Cuba in charge of one of the largest steamships. Since 1900, when he resigned his position with the Old Dominion Steamship Compnay, he has been largely interested in agricultural pursuits. He has a 1,400-acre farm in Southampton County, which he personally oversees. He raises cotton, peanuts, and corn,—the annual yield being about eight bales of cotton and 300 bags of peanuts, while the corn crop varies.

Mr. Hand takes little or no interest in politics, having led too busy a life to assume even the duties of minor offices. But with social circles, it is far different. Like his father, he is a member of the Masonic fraternity, and has advanced through the intermediate degrees to the rank of a noble of the Mystic Shrine, being a member of Acca Temple, of Richmond, Virginia. He also affiliates with the Benevolent and Protective Order of Elks and the Knights of Pythias.

JAMES T. HOLLAND, proprietor of a dairy lunch in Norfolk, Virginia, and also justice of the peace of the Fourth Ward of that city, was born in Norfolk, Virginia, December 20, 1863. His parents were J. T. and Aurilla (Heath) Holland, both of whom were born in Isle of Wight County.

J. T. Holland was a house-joiner, and was employed in the Navy Yard for 18 years. He died in 1894, aged 67 years. Both he and his wife were devout members of the Baptist Church. His wife died January 10, 1884, aged 56 years. Of 13 children born to this union, four are now living, as follows: Roswell S., a painter in the Navy Yard; Annie, who married Mr. Nugent, an oil merchant; Julia; and James T., the subject of this sketch.

James T. Holland attended the public schools of Norfolk and at an early age engaged in the grocery business, at which he worked for three years, and then bought out the dairy lunch business of Mr. Miller. This he has carried on very successfully, becoming well known in the city.

Mr. Holland was married, September 12, 1894, to Mary Seares, a native of Norfolk, and a daughter of George and Anna Seares. Mr. Sears was an honored citizen of Norfolk for many years. Mr. Holland and his wife are adherents of the Catholic faith. Mr. Holland was elected a member of he City Council several years ago, and was also made chairman of the cemetery committee, resigning that office because of his election in 1900 to the office of justice of the peace. As such he has served his ward in a most acceptable manner, winning much commendation. Mr. Holland is a member of the Knights of Columbus, and has also been an officer of the Elks lodge for the past two years.

DR. GEORGE H. CARR. Conspicuous among the young men of sterling worth of Norfolk County, Virginia, whose professional work has given him a wide acquaintance in this locality, is Dr. George H. Carr of Portsmouth, a rising young physician and surgeon with a good practice and excellent prospects, who is located at No. 610 Court street. He is a native of Portsmouth, and was born May 8, 1875, being a son of George T. and Laura A. (Williams) Carr, both Virginians by birth. The paternal grandfather came from England and was a man of keen business sagacity. For him the town of Carrsville, Virginia, was named.

George T. Carr, the father, was a locomotive engineer by profession, and devoted his life to that vocation, in the employ of the Seaboard Air Line Railway. He was a native of Isle of Wight County, and moved to Portsmouth in the "fifties," being well and favorably known in that city. He passed to the life beyond the grave in 1875. He was a prominent member of the I. O. O. F., and took an active part in its councils. He was united in marriage with Laura A. Williams, a native of Portsmouth. Her father died at the early age of 23 years, when she was a mere child. She is beloved by all who know her, and has been for many years an honored resident of Portsmouth, having attained the age of 59 years. After the death of her father, her mother married again, being united with Henry Hopkins. This marriage was without issue.

Dr. Carr is one of a family of seven children, three of whom are deceased. Those living, besides the Doctor, are: Lollie; Jerome P.; and Hope M. Lollie married J. D. King, who is deceased. Jerome P. is a prosperous druggist of Portsmouth, where all the surviving members of the family reside with their mother. One daughter, Clara, died at the age of 28 years.

Dr. Carr attended Portsmouth High School, and afterward spent some time in clerking in his brother's drug store, where he also read medicine. While thus employed, he conceived the idea of entering the medical profession. He subsequently became a student in the College of Physicians & Surgeons, of Baltimore, Maryland. After one session he entered the medical department of the University of Maryland, and graduated from that institution, April 15, 1896. He passed his examination before the State Medical Board in that year, and began the practice of his chosen profession, as a general practitioner, July 3rd of the same year, locating at once in his native city. Since that date, he has applied himself energetically and continuously to his professional duties, and has succeeded in building up a very substantial practice.

Dr. Carr is a member of the Seaboard Medical Society of Virginia and North Carolina, the Virginia State Medical Society, and the Portsmouth Medical Society. He also affiliates with a number of fraternal organizations, and is medical examiner for some of them. Among these are the Woodmen of the World, the Heptasophs, Mystic Chain, Elks and Endowment Rank, Knights of Pythias. He is a valued member of the Portsmouth Business

Men's Association. From 1896 to 1900, he was city physician of Portsmouth. In politics, he is a Democrat, but takes little interest in political affairs. He has never fallen a victim of Cupid's darts. He holds a membership in Monumental Methodist Episcopal Church, South, with which he united 13 years ago.

WILLIAM H. LAND, a member of the firm of Townsend, Joynes & Company, who conduct a rental agency at No. 227 Main street, Norfolk, Norfolk County, Virginia, was born in Princess Anne County, Virginia, August 30, 1866. He is a son of Bennett and Elizabeth F. (Rainey) Land.

Bennett Land, who was born in 1824, was a well-known merchant and farmer of Princess Anne County. He saw much active service throughout the Confederate War, and was as well known as any man of his regiment,—the 15th Regiment, Virginia Cavalry,—in the Army of Northern Virginia. He was the last member of his company to return home, as he waited until all the generals had surrendered. He received a slight wound at the battle of Fredericksburg. After the war, he returned to the mercantile business at London Bridge, Virginia, and continued in that line of business until about four years before his death, when he retired from active duties. His death occurred in 1896. He was a member of the Episcopal Church. His wife, Elizabeth F. (Rainey) Land, was a daughter of John S. Rainey, an old and well-known citizen of Princess Anne County. She was born in 1832, and died in 1897. She was a member of the Protestant Episcopal Church.

William H. Land, whose name heads this sketch was one of nine children, six of whom are living and reside in Norfolk. They are as follows: Bennett, who is in the real estate and auction business; John S., who was formerly in the wholesale business; William H.; Mary E.; Alice R. and Marguerite.

William H. Land was educated in Princess Anne County, and attended Randolph-Macon College. He engaged in the mercantile business until 1891, when he accepted a position as bookkeeper, which he retained until 1898, when he purchased an interest in the business, and the firm name is now known as Townsend, Joynes & Company. This is strictly a rental-business firm; they have met with marked success in all their undertakings, and rank as the largest business firm of the kind in Norfolk. They rent property in all the surrounding towns, with the exception of Portsmouth.

Mr. Land was married June 14, 1900, to Fannie Patrick, a native of North Carolina, and a daughter of William H. Patrick, of Washington, in that State. The subject of this sketch and his wife have one child,—Mary Elizabeth. The parents are members of the Protestant Episcopal Church. Mr. Land is a Mason, and is a member of the Blue Lodge Chapter and Commandery, all of Norfolk, and also a member of the I. O. O. F. He is an excellent business man, and is in thorough sympathy with the progress of the community in every line of advancement.

REV. Z. S. FARLAND is the esteemed rector of St. John's Protestant Episcopal Church, Portsmouth, Norfolk County, Virginia. He was born in Essex County, Virginia, August 29, 1868, and is a son of Z. S. and Ellen D. (Gordon) Farland. Z. S. Farland, Sr., was a native of Washington, D. C., and his wife was a native of Essex County, Virginia.

Rev. Z. S. Farland, the subject of this sketch, was educated at William and Mary College, and also attended the theological seminary at Alexandria, Virginia. He became assistant rector at St. Paul's Protestant Episcopal Church, in Richmond, after leaving college and served in that capacity for 18 months.



JOHN A. ANDERSON, JR.

December 1, 1895, he became rector of St. John's Protestant Episcopal Church, in Portsmouth, and has remained there since that time. A handsome new church was erected on the corner of London and Washington streets, and Rev. Mr. Farland may well be proud of the fact that the membership has more than doubled since he first took charge of the church. He has done much noble work, displaying untiring energy and zeal.

He was married, April 27, 1898, Margaret Braidfoot Armistead, a native of Portsmouth, and a daughter of Beverly A. and Laura (Collins) Armistead. She is a great-granddaughter of Rev. John Braidfoot, the second rector of Trinity Church, Portsmouth Parish. Rev. Mr. Farland is a member of the Seaboard Lodge, No. 46, A. F. & A. M., of which he is chaplain; of Ocean Council, No. 1063, Royal Arcanum, of which he is also chaplain; and of Atlantic Lodge, No. 24, Knights of Pythias.

JOHN A. ANDERSON, JR., a very successful dealer in wall paper, and a decorator and painter by trade, whose portrait accompanies this sketch, pursues his business at his store at No. 255 Church street, Norfolk, Virginia, and is known in that city as a progressive, public-spirited citizen, who does his part for the welfare of the city. He is a son of John A. and Sarah F. Anderson, both natives of Norfolk County, and was born in Norfolk, April 7, 1875.

John A. Anderson, Sr., is now retired from active business life, enjoying the fruits of his earlier years of industry. He was a general broker for many years, besides being identified with the Norfolk Fire Department. He and his wife are living in Norfolk, where they are active members of the Methodist Episcopal Church, South. Mr. Anderson is an Elk and a Mason.

John A. Anderson, Jr., was the only child of his parents, and received the best kind of an education that the schools of his native city, Norfolk, afforded. His education having been completed, he embarked in business for himself, and bought out the stock of V. W. Coffee, thereby becoming a dealer in wall paper, etc., in which line he has continued with marked success up to the present time, doing much work in Norfolk.

On March 13, 1892, Mr. Anderson was united in marriage with Lillian Midyett, a native of Pasquotank, North Carolina, where she was reared. They have two children,—Thelma P. and Jennielle L. In religious views, Mr. Anderson is an Episcopalian, and his wife is a Methodist.

Mrs. Anderson is descended from one of North Carolina's oldest families,—the Perry family,—who received Perquimans County as a grant from Sir Walter Raleigh, and came from England to this country in the seventeenth century. In that county is a burial ground of about two acres, in which only the Perrys, or members of the Perry family, are buried. Mrs. Anderson is a daughter of John S. and Delphina Midyett, both of whom are deceased. The father followed agricultural pursuits and was also a fisherman in North Carolina; he departed this life in September, 1887, at the age of 40 years. He and his wife had a number of children, two of whom still survive, namely, Margaret L., the wife of V. P. Jones of Philadelphia, Pennsylvania, and Mrs. John A. Anderson, Jr., wife of the subject of this sketch.

Mr. Anderson has a fine tenor voice, and holds an important place among the singers at St. Paul's Protestant Episcopal Church; he also sings in the choir of the Central Methodist Episcopal Church, South, at Portsmouth, and participates in the services at the Synagogue. Mr. Anderson is a man of great industry, and is held in high esteem in the community, of which he is a prominent and worthy member.

DR. J. G. RIDDICK, who is probably the oldest practicing physician of Norfolk, Virginia, and one of the best known in the community, was born in Sussex County, Virginia, June 10, 1861. His parents were Rev. James A. and Judith A. (Gregory) Riddick.

Rev. Mr. Riddick was born in North Carolina, and for over 50 years was a minister of the Methodist Episcopal Conference of Virginia. He filled many pulpits, and did much noble work during his lifetime. He reached the advanced age of 90 years, and departed this life in 1900, his death being deeply felt throughout the community in which he resided. His wife, a native of Virginia, and a sister of W. F. C. Gregory, of Petersburg, Virginia, was a devout member of the Methodist Episcopal Church, South, and always assisted her husband in religious work. Of nine children born to them, six are now living.

J. G. Riddick, the subject of this sketch, was educated at McCabe's school in Petersburg, and graduated from the literature department of Randolph-Macon College. Later he studied medicine at the College of Physicians and Surgeons in Baltimore, Maryland, from which institution he was graduated in 1883. He at once began the practice of his profession in Norfolk, and very soon worked up a practice which has always spoken well for his ability and knowledge of his profession. He has a large general practice, and belongs to many medical associations. Among them are the Norfolk Medical Society; American Medical Association; Virginia State Medical Society; and the Tidewater Medical Association. He was health officer of Norfolk for a number of years, and was a member of the Board of Health in that city. He is also on the physician's staff at Hospital St. Vincent de Paul.

Dr. Riddick was united in marriage with Sallie Yates Councill, a daughter of Rev. James G. Councill. Rev. Mr. Councill is a minister of the Baptist Church, and is now filling a pulpit near Alexandria, Virginia. Mrs. Riddick is a graduate of the Hollins Institute of Virginia, and taught in private schools for some time. Dr. Riddick and his wife have two children, namely: Anna Ruth; and Judith Gregory. Mrs. Riddick is a Baptist, while her husband is a member of the Epworth Methodist Episcopal Church, South. He is a member of the Masonic order; Knights of Pythias; Red Men; and is a director in the Traders & Truckers' Bank of Norfolk.

Dr. Diddick has always been influential in assisting all public enterprises which tend toward the advancement of Norfolk, and is well and favorably known throughout the county.

WILLIAM B. WILDER, who is the proprietor of a job-printing establishment in Portsmouth, Norfolk County, Virginia, was born in Elizabeth City, Pasquotank County, North Carolina, March 27, 1853. His parents were George M. and Martha S. Wilder.

George M. Wilder was a native of Vermont. He settled in the South in 1830, and taught in an academy for some time. He died in 1864, and his death was sincerely mourned by all who knew him. He and his wife were Methodists. Our subject is the oldest of four children born to this union, three of whom are living.

William B. Wilder received his mental training at Chapel Hill, North Carolina, under his father's tutorship. After completing the course at Chapel Hill, he became a page in the House of Representatives at Washington, and served in that capacity for five years. There were 23 pages in the House at that time. He learned the printer's business at Elizabeth City, North Carolina, after which he removed to Portsmouth, in 1876. He was employed on the *Portsmouth Enterprise* for some, and later on the *Portsmouth Times*. He became business manager of that paper and part owner. Subsequently, he established a job-print-

ing establishment, which he has conducted ever since. He sold his interest in the *Portsmouth Times* to J. H. Wilcox. Subsequently, he established the *Portsmouth Star,* together wtih P. C. Trugien, to whom he sold his interest. Mr. Wilder then bought an interest in the *Pilot*, and became business manager of that paper. He remained in that position for one year, when he sold out his interest. Although he was actively engaged in these enterprises, he did not discontinue his job-printing work, but after relinquishing his interest in the *Pilot,* he devoted himself entirely to his present work. He does a large amount of job printing, receiving orders from many of the near-by towns.

Mr. Wilder was married, in May, 1879, to Miss E. J. Richards, a daughter of Elisha and Phoebe D. Richards, and a native of New Jersey. They have one son,—Fred Maurice, who is a clothing salesman with John A. Morris. Mr. Wilder and his wife are members of the Methodist Episcopal Church, South, in which Mr. Wilder has been a steward for 20 years. He takes a deep interest in the Prohibition party, but votes the Democratic ticket when there is no Prohibition candidate. He is one of the most influential and progressive business men of Portsmouth, honest and upright in character, and honored and loved by all.

REV. A. C. THOMSON is rector of Trinity Protestant Episcopal Church, Portsmouth, Norfolk County, Virginia. He was born in Fredericksburg, Spottsylvania County, Virginia, April 16, 1871, and is a son of Elliott H. and Jeanette R. (Conover) Thomson.

Rev. Mr. Thomson's father is the archdeacon of the diocese of Shanghai, China, having been in that country, with intervals in which he made trips to America, for 43 years. He was educated at the University of Virginia, and also attended a theological seminary at Alexandria, Virginia, from which he was graduated in 1859. In the class was Bishop Phillips Brooks. He married Jeanette R. Conover, a daughter of William P. Conover, of Philadelphia. The subject of this sketch was one of five children born of this union, of whom three were born in China. Mrs. A. P. Thornton is deceased, and Frank D. is general manager of the Lackawanna Iron & Steel Works, for the United States Steel Corporation.

Rev. A. C. Thomson went to Cheltenham Academy, near Philadelphia, and later attended the University of Pennsylvania, where he took the degree of A. B. He pursued a theological course at the theological seminary at Alexdria, Virginia, from which he graduated with the degree of B. D. He took up his life's work at Tappahannock, Virginia, where he remained for two years, and afterward accepted the rectorship of the Church of the Resurrection, at Cincinnati, Ohio. While there he built a rectory and for four years enjoyed a highly successful pastorate. In December, 1899, he accepted the rectorship of Trinity Protestant Episcopal Church in Portsmouth, Norfolk County, and since then has filled that pulpit in a most acceptable manner, winning for himself much praise for his worthiness and ability. Rev. Mr. Thomson spent 13 years of his life in China, and speaks the Chinese language with fluency. He is a deep student and a man of scholarly attainments, speaking many languages, and being conversant with all the important topics of the day. He has traveled widely, having crossed the Atlantic six times, made two trips around the world, and visited almost every country and clime.

In November, 1893, Rev. Mr. Thomson was married to Mary G. Fitzhugh, a daughter of Captain Fitzhugh, formerly of General Pickett's staff, and later judge of the Circuit Court in San Francisco. Captain Fitzhugh's wife was Ann Grayson of Loudoun County, Virginia, Rev. Mr. Thomson is a Mason, having taken the 32d degree in that order. He takes an interest in the welfare of those who re-

side in his community, and quickly lends his support to any worthy enterprise which tends to the advancement of the people of Norfolk County.

JOHN W. WOOD, who is street inspector of Portsmouth, Norfolk County, Virginia, was born in that city, February 8, 1842. His parents were William D. and Sarah (Gaskins) Wood.

William D. Wood was born in 1794, and followed the trade of ship-carpenter all his life. He was a private in the War of 1812. His wife afterwards received a pension for his services in that war. He was one of the pioneer settlers of the county, and was well and favorably known. He was a member of the Portsmouth Rifle Company, which was organized October 29, 1792.

John W. Wood, whose name opens these lines, attended the public schools of Portsmouth, and learned the trade of a ship-carpenter, working in the Navy Yard. He was apprenticed to the United States government when the Confederate War opened. He enlisted June 13, 1861, in the Portsmouth Rifle Company, which became Company G. 9th Regiment, Virginia Infantry, Armistead's Brigade, Pickett's Division, and served exactly four years. He took part in all the engagements of the regiment until captured at Sailor's Creek, Virginia, April 6, 1865. He then went to Point Lookout prison, where he remained until June 13, 1865. After the close of the war he worked at his trade, that of a ship-carpenter, and July 1, 1875, was elected street inspector. He has held that office for 27 years, a longer period than any man in the State has ever filled it. He employs his workmen with care and consideration for obtaining the best service for the money. He is a good manager, and has served in the office of inspector with much credit to himself and those who employ him.

Mr. Wood was married November 20, 1879, to Rebecca J. Godfrey, a native of Portsmouth, and a daughter of John and Rosanna Godfrey, both long since deceased. Mrs. Wood is a member of Monumental Methodist Episcopal Church, South. Mr. Wood is a genial, courteous and hospitable man, of the true Virginia type. He is deeply interested in horticulture, and takes much pride in his greenhouse and lawn. Mr. Wood is one of Portsmouth's most esteemed citizens, and his friends are many.

EDWARD B. WILKINS, a well-known contractor and builder of Portsmouth, Norfolk County, Virginia, was born in Pleasant Grove district, Norfolk County, February 25, 1856. His parents were Edward N. and Abigail A. (Murray) Wilkins. His grandfather, Col. John Wilkins, took part in the War of 1812, and his great-grandfather served in the Revolutionary War.

Edward N. Wilkins was a farmer and merchant, and followed these occupations all his life. He died at the age of 66 years, and his wife died, in 1871, aged 49 years. Both were members of the Goodhope Methodist Episcopal Church, South. Their children were as follows: J. W., who is engaged in the furniture business in Portsmouth; Edward B., the subject of this sketch; Anna A., who lives in Portsmouth; James, who died in 1871; and W. W., who is engaged in the produce business in Portsmouth.

Edward B. Wilkins attended the country schools of Norfolk County, and at an early age began to learn the trade of a carpenter. In 1891, he started into business for himself, and since that time has secured many large contracts for the erection of public buildings and private homes. Most of his work is in Portsmouth. He thoroughly understands his business, his work is first class in every respect, and



EDWARD OVERMAN.

he is considered one of the best contractors in Norfolk County.

Mr. Wilkins was married, December 23, 1891, to Ida Blanche Tyree, a daughter of A. H. and Elizabeth Ann Tyree, and a native of Richmond, Virginia. Her parents were also natives of Virginia. Mr. and Mrs. Wilkins have one adopted chid, whose name is Ellis. Both are members of the Park View Methodist Episcopal Church, South, Mr. Wilkins being one of its trustees. He is a member of Seaside Lodge, No. 80, K. of P., of Portsmouth.

GEORGE G. MARTIN, city attorney of Berkley, Norfolk County, Virginia, was born August 8, 1869, in Norfolk County, and is a son of Col. James Green Martin, who was one of the prominent lawyers of Norfolk for a number of years.

Colonel Martin was a native of Norfolk County. He studied law, and became one of the leading advocates in this section of Virginia. He was a member of the Virginia Legislature before the breaking out of the Confederate War. He was opposed to secession and was elected from Norfolk County on that issue, but when Virginia seceded from the Union he gave his services to his State, enlisting in Cooper's Cavalry. His death occurred in 1880, at the age of 51 years. He married Mrs. Bettie Love Martin, *nee* Gresham, who was born in Norfolk County in 1837. She is now living in Berkley. To them were born six children, namely: Alvah H., who is clerk of the Norfolk County Court; Maud, who married S. W. Lyons, and is living in Berkley, her husband being county treasurer; James T., William B. and Love, all three deceased; and George G.

George G. Martin, whose name heads this sketch, attended Randolph-Macon College. He took a course of law at the University of Virginia, and was admitted to the bar in 1892. He commenced practice at once, opening an office in Norfolk. He at once won recognition as a lawyer of splendid ability, and has always met with much success. In 1899 he removed to Berkley, where he opened an office. He is city attorney of Berkley, and is also attorney for the Merchants' & Planters' Bank, filling both positions in a most acceptable manner, and giving entire satisfaction to all.

On September 23, 1892, Mr. Martin married Lillian H. Wilson, who was born in 1872, a daughter of Rev. R. T. Wilson. They have two children,—Lillian E., who was born in September, 1895; and Mary Maud, who was born in 1896. The subject of this sketch and his wife are members of the Methodist Episcopal Church, South. Mr. Martin is a member of Berkley Lodge, A. F. & A. M., and of the B. P. O. E. lodge.

EDWARD OVERMAN, one of Portsmouth's most prominent contractors and builders, whose portrait accompanies this sketch, was born at Portsmouth, Virginia, in 1859, and is a son of Joseph C. Overman.

Joseph C. Overman was born in North Carolina, and with his brother, Quinton D., came to Portsmouth when quite young. Then, as young men, they returned to North Carolina, and married sisters, Elizabeth and Mary Griffin. They afterward resided in Portsmouth until the outbreak of the Confederate War, when Joseph C. Overman went to work in the Navy Yard. The brother enlisted in Grimes' Battery, Artillery, and was killed in the battle of Sharpsburg. During the latter years of his life, Joseph C. Overman was engaged as a ship-carpenter, and at one time was connected with the Seaboard Air Line Railway. His first union, with Elizabeth Griffin, resulted in the birth of two sons, Edward, and Quinton D., who resides in Park View, and is foreman of the blacksmithing and engineering in the Navy Yard, a position he has held

for about 10 years. Mr. Overman formed a second union, wedding the widow of Caleb Spann, and they reared three children, as follows: Jesse, a carpenter, living in Cottage Place; Austin, a draughtsman for Naffy & Levy of Philadelphia, Pennsylvania; and Joseph, who resides in Prentis Place, Portsmouth, and is a coppersmith in the Navy Yard.

After the death of Quinton D. Overman, his widow and three children, Joseph, William H. and Rena removed to North Carolina. Joseph was married and died in Elizabeth City, North Carolina. In 1882 William H., with his mother and sister, moved to Knoxville, where after some years the two last named died. William now resides in Memphis, Tennessee.

Edward Overman was reared in Norfolk County and attended the public schools. He served an apprenticeship as carpenter under Milton Harding, who was an architect, and, while thus serving, pursued the study of architecture. He entered business for himself in 1884, doing only house contracting at first, but has later included bridge building and general contracting in his business. He also does considerable architectural work, having designed and built the Pythian Castle, at the corner of Court and County streets, the business block of Joseph A. Parker, a large building for the Knights of Pythias at Hampton, Virginia, the Merchants' & Farmers' Bank Building, the Judge L. R. Watts and the Bennett business blocks, and also many residences of the city, including those of Mr. Neely and Captain Phillips. In 1888 he erceted for himself the second house built in Cottage Place, and also has other real estate holdings in the city. He has a lot in Park View, and others along Virginia avenue from County street to Columbia street. He has a large number of men in his employ, varying from 20 to 30, and does contract work throughout the county. He has charge of the repair work on the Western Branch Bridge, and is now erecting a fine house in Churchland.

Mr. Overman was joined in marriage with Cora Spann, a daughter of Caleb Spann, and a native of Portsmouth. They have six children, namely: Edward; Bertha; William; Mary; Lee; and Quinton. In politics Mr. Overman is a Democrat. He is a member of the Heptasophs and Royal Arcanum, and formerly belonged to the Odd Fellows and Improved Order of Red Men. He has been a member of the Court Street Baptist Church for the past 20 years, and his family are all members of the same church.

OSCAR FRANKLIN BYRD, D. D. S., whose office is located at No. 206 High street, Portsmouth, Norfolk County, Virginia, is one of the prominent dentists of the county. He was born in Accomac County, Virginia, March 3, 1870, and is a son of Frank and Charlotte E. (Matthews) Byrd, both natives of Virginia.

Frank Byrd was a farmer by occupation, and later in life followed the insurance business. He was a member of the Methodist Episcopal Church, South, of which he was one of the officials for many years. He died October 28, 1901, aged 66 years. His wife, who was also a Methodist, and a most devout woman, died in May, 1900. The subject of this sketch was one of four children, namely: Lynn C., who died in July, 1901, and who was a member of the wholesale firm of James Bailey & Son of Baltimore, Maryland; Clyde P., a broker in Baltimore, Maryland; Colmore E., a traveling salesman; and Oscar Franklin, whose name opens these lines.

Dr. Byrd was educated in an academy of his native county, and afterward attended the University of Maryland, where he took a scientific course. He graduated from the dental department, with the class of 1890. For three years he practiced in his native county, when he removed to Portsmouth, and in February, 1894, opened an office in that city. He has met

with much success, and worked up a large and lucrative practice. Dr. Byrd keeps abreast with all the new and scientific improvements which facilitate work in his profession, and he is considered one of the best dentists in the county.

The Doctor was married, November 20, 1901, to Annie Blanche Richards, a native of Pocomoke City, Maryland. Dr. Byrd is a member of Seaboard Lodge, No. 56, A. F. & A. M.; and Mt. Horeb Chapter, No. 11, R. A. M. He belongs to the Royal Arcanum and is district deputy grand master for District No. 34.

CHARLES W. PARKS, an electrician in the Norfolk Navy Yard, is a resident of Berkley, Norfolk County, Virginia, and was born in Salisbury, Maryland, in 1859. He is a son of J. T. and Virginia (Dishroon) Parks.

J. T. Parks, the father of Charles W., was born in Maryland. He is foreman of the Greenleaf-Johnson Lumber Company of Berkley, having held that position for a number of years. His wife died in 1887. They had six children, as follows: Charles W.; Lillie, who lives in Berkley; John H., who is a clerk in Norfolk; Mammie, who lives in Berkley; Cassie, who married I. T. Bell, a clerk in Norfolk; and Joseph F., an electrician and machinist at the Navy Yard.

Charles W. Parks attended the schools of Salisbury, Maryland, and in 1878 removed to Berkley, and became an employee at the Norfolk Navy Yard, as an electrician. He has worked in that capacity ever since, and is highly esteemed by his employers and fellow workmen. Mr. Parks is a member of the Town Council, having been elected from the Third Ward. He was elected by the Council as chief of the Berkley Fire Department in July, 1900, and fills this position in a most creditable manner.

In 1886 Mr. Parks married Alberta Edwards, a daughter of John and Martha Edwards. She was born in Northampton County, Virginia, in 1859. They have one child,—Charles W., who was born in September, 1888. Mr. Parks is a member of Berkley Lodge, No. 176, A. F. & A. M.; Berkley Lodge, No. 278, B. P. O. E; the Royal Arcanum; and Portsmouth Lodge, No. 16, K. of P. Mr. Parks is an Episcopalian in his religious views. His wife is a Baptist.

G. L. THOMPSON, jeweler and optician, at No. 88 Chestnut street, Berkley, Norfolk County, Virginia, was born in Waupaca County, Wisconsin, May 12, 1867. He is a son of E. B. and Clara Thompson, the former a native of New York, and the latter a native of Illinois.

E. B. Thompson held the position of postmaster of Waupaca, and later accepted a position in the War and Navy Department. He removed to Virginia in October, 1885, on account of his health, and located in Nottoway County. When the war broke out he enlisted in the 21st Regular Wisconsin Volunteer Infantry, and served throughout the war. His right arm was badly shattered at the battle of Perryville, and he was sent to the hospital. He refused to allow the member to be amputated, and because of this decision he was obliged to care for the wound, himself, while in the hospital. The arm did not heal entirely for 20 years, nor was the bullet which had lodged in it found until 20 years after the wound was received. Mr. Thompson is now living in Washington, D. C., where he holds a government position. He is now 64 years old. He is a member of the Metropolitan Methodist Episcopal Church of Washington, D. C. His wife died in 1891, aged 52 years. Of five children born to this union, but three are now living, namely: Laura A., a kindergarten teacher in Washington, D. C.; G. L., the subject of this sketch; and Evan B., who was employed by the Berkley Power-House Company for several

years,—he enlisted in the army during the Spanish-American War, and served as second-class machinist in the torpedo-boat service, was promoted to the position of first-class machinist and is now warrant-machinist.

G. L. Thompson, whose name heads these lines, attended the common schools of Waupaca County, Wisconsin. After leaving school he learned the jewelry business, and in 1887 moved to Virginia, and located in Berkley, where he engaged in the jewelry business, having an optical department in connection with his stock of jewelry. His store is well patronized, and his customers receive prompt and careful attention.

Mr. Thompson was married, in August, 1896, to Laura J. Perry, a native of North Carolina, who was reared in Portsmouth, Virginia. She has lived in Berkley for the past 18 years, and her parents are James H. and Mary Perry. Two children have been born to Mr. and Mrs. Thompson,—Clara M.; and an infant. The subject of this sketch is a member of the Baptist Church. He belongs to the K. of P.; Jr. O. U. A. M., and W. O. W.

REV. RICHARD B. GARRETT, D. D., a gentleman who has been prominently engaged in ministerial work in various parts of the United States, is pastor of the Court Street Baptist Church of Portsmouth, Virginia. He was born in Caroline County, Virginia, November 22, 1854, and is a son of Richard H. and Fanny B. (Holloway) Garrett, both natives of Virginia.

Richard H. Garrett was engaged in farming for a number of years, and was a justice of the County Court. It was in his barn that John Wilkes Booth, the assassin of Abraham Lincoln, was caught and killed. He was a deacon in the Baptist Church for 50 years, and his wife and their children were all members of the same church. They had five children, as follows: Richard B.; Lillie, wife of W. H. Maxwell of Austin, Texas; Robert C., who resides at Carlisle, Kentucky; Nettie, wife of J. P. Taliaferro, of Essex County, Virginia; and Cora, wife of W. H. Fritts of Carlisle, Kentucky. Mr. Garrett was educated in different academies, and at the Southern Baptist Theological Seminary, from which he was graduated in 1881. He was in charge of the Baptist Church at Carlisle, Kentucky, for two and a half years, after which he was located at Maysville, Kentucky, for five and a half years. During his stay there his congregation erected a church at a cost of $30,000, and the membership of the church increased accordingly. In 1889 he went to Austin, Texas, as pastor of the First Baptist Church, and was very successful in his work in that city, where he established two missions, one of them being for Swedes. Leaving there in 1894, he located at Chattanooga, Tennessee, as pastor of the First Baptist Church. The handsome church edifice was burned to the ground the day before he accepted the pastorate, and under his faithful guidance one still more handsome arose from the ashes. He continued there for five years, and in July, 1899, came to Portsmouth and took charge of the Court Street Baptist Church. There is now in course of construction a beautiful new church at a cost of $45,000. Rev. Dr. Garrett has made his influence felt in every department of church work, and the scope of the endeavors of his church may be gathered from the fact that the congregation supports a missionary in China, pays the expenses of a student in college, and supports an orphan in the Portsmouth Orphan Asylum. During the year 1901, $22,000 was raised in the church, about $11,000 of which was used in building the new church, and the remainder was applied to other works of charity and benevolence. The degree of D. D. was conferred upon Rev. Mr. Garrett in 1895, by Carson and Newman College, in Tennessee. He lectures frequently on humorous and historical subjects, and for two seasons



WILLIAM T. BOOLE.

was connected with the Ridpath Lyceum Bureau.

Rev. Mr. Garrett was married, October 18, 1883, to Anna L. Howe of Mount Sterling, a daughter of William and Emily Howe. They have two children: Richard H. and May E. Fraternally, the subject of this sketch is a Mason and has attained the rank of Shriner. He is a member of Atlantic Lodge, No. 24, Knights of Pythias.

WILLIAM T. BOOLE, master boiler-maker in the United States Navy Yard, at Portsmouth, Norfolk County, Virginia, whose portrait is herewith presented, was born on the Eastern Shore of Virginia, but has practically lived in Portsmouth all his life. He is a son of Luther J. Boole.

Luther J. Boole was a ship-joiner in the Navy Yard at the time of his death. He enlisted in the Confederate service and died from the effects of the hardships which he endured during that time. He was last stationed at Craney Island. He was a very religious man, and an active member of the Methodist Episcopal Church. He married Sarah F. Johnson. She married, secondly, John Willis, and now resides at Cheapside, on the Eastern Shore. William T. Boole has one sister, Mrs. James Powell, who lives in Portsmouth. Two brothers are deceased.

Mr. Boole was reared and schooled in Portsmouth. He went to Baltimore, where he served an apprenticeship under William Toleman, who was a master mechanic of the marine works there. After four years' apprenticeship, Mr. Boole returned home. He entered the Navy Yard in April, 1872, and with the exception of 18 months during Cleveland's administration, he has worked there ever since. He was reappointed as master boiler-maker, under Harrison's administration. He has about 90 men under his charge and attends to all repairs and new marine-boiler work. He is a first-class workman, and his long service shows what confidence is placed in his ability to manage this department. He is conscientious and painstaking in all his undertakings.

Mr. Boole married Eva J. Grew, of Baltimore. She has one brother and two sisters, who are residents of Portsmouth. Mr. Boole and his wife have one daughter and three sons, namely: William Allen, a boiler-maker at the Navy Yard; Celonous, also at the Navy Yard; Eva J.; and George Atwell. In politics Mr. Boole is a Republican. He has served in the City Council and was at one time, police commissioner of Portsmouth. He is a member of Portsmouth Lodge, No. 82, B. P. O. E., Knights of Pythias, in which he is past chancellor; also being a member of the Endowment Rank, Improved Order of Heptasophs; and a non-resident member of the Board of Trade and Business Men's Association of Norfolk. He and his family are members of the Central Methodist Episcopal Church, South.

DR. CHASTINE G. WILLIAMS, one of the leading physicians of Berkley Norfolk County, Virginia, is a native of Essex County, Virginia, and was born in 1872. He is a son of William A. and Sally (Watts) Williams.

Dr. Williams attended William and Mary College, after which he entered the University College of Medicine, at Richmond, Virginia, from which he was graduated in 1896. He took a full course in medicine and surgery. He began the practice of his profession in Essex County, where he remained for two years, and then went to Middleburg, Florida, where he practiced three years. He then came to Berkley, and opened an office on the corner of Chestnut street and Berkley avenue. He devotes all of his time to his practice, which is general, and he is known as one of the best physicias and surgeons in the county. Although he has not

lived in Berkley many years, he has won the confidence of all, and has met with much success. He has a thorough knowledge of the science of medicine, and is always interested in any new discoveries which tend to advance his profession.

Dr. Williams is a member of the Virginia State Medical Society. In religious views he is a Baptist.

THOMAS C. HUMPHRIES, who is a justice of the peace in Berkley, Norfolk County, Virginia, with an office on the corner of North and Liberty streets, was born in North Carolina, July 8, 1833, and is a son of John and Adelia (Ferebee) Humphries, both natives of North Carolina.

John Humphries was a farmer, and for many years held the office of clerk of the Court of Equity. He died in office, in November, 1847, aged 47 years. Both he and his wife were members of the Baptist Church. His wife died in 1874, aged 66 years. Of 10 children born to this union, but two survive, namely: Thomas C., the subject of this sketch; and Alice, wife of A. P. Frost of Berkley. Those deceased are as follows: Martha, Margaret, William, Ann, Amanda, Adelia, Gideon and Mary.

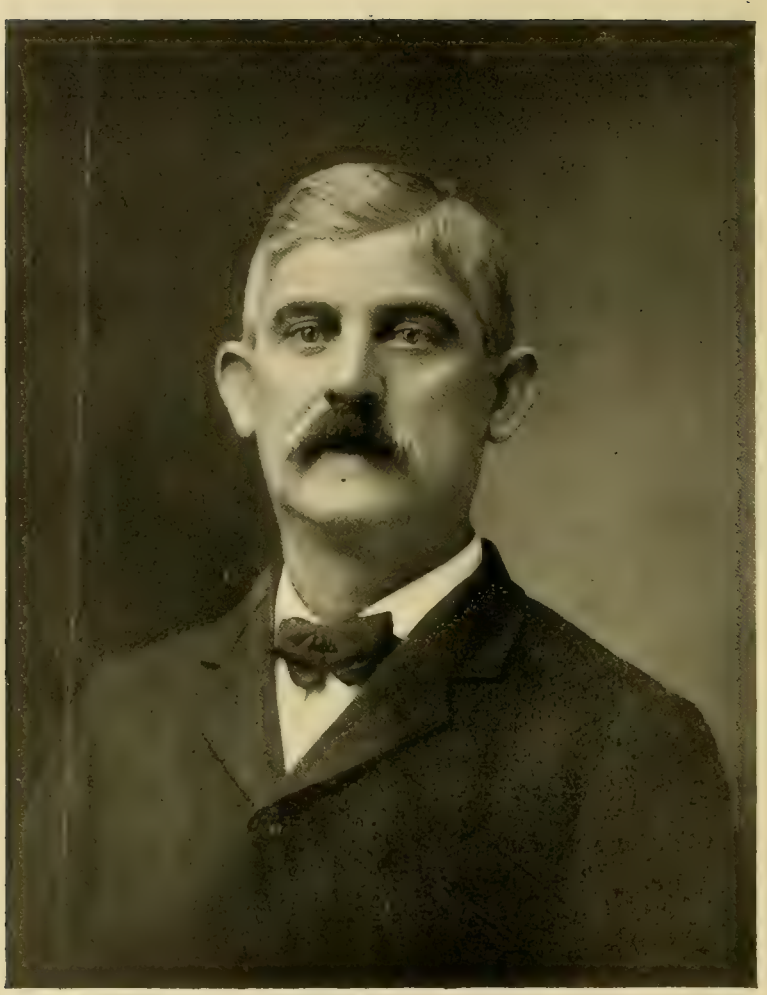
Thomas C. Humphries attended the common schools of his native county, and later studied at Randolph-Macon College, where he was a classmate of Bishop Wallace W. Duncan. He was obliged to leave school on account of sickness, and after his recovery engaged in the mercantile business in Indiantown, North Carolina. While living in Currituck County (from 1860 to 1868) he was sheriff, and also represented that county in the State Legislature in 1868, 1869 and 1870. He began farming in 1856, and continued thus until 1872, when he moved to Berkley. There he engaged in mercantile pursuits, and later removed to Norfolk, where he carried on the same line of business. He subsequently returned to Berkley, and since 1896 has filled the office of justice of the peace in a most acceptable manner. He has been commissioner of revenue and land assessor for two terms.

Mr. Humphries was married, September 11, 1856, to Mary P. Frost, who was born in North Carolina, and is a daughter of Robert and Ann (Perkins) Frost. Mr. and Mrs. Humphries have been blessed with seven children. Those living are as follows: J. R., who married Anna Sykes, and lives in Berkley; Mary, the wife of J. P. Bell, who has four children, namely,—Howard, Joe, Cooper and Mary; Lucy, the wife of George Coxon, whose husband is a watchmaker at Norfolk; Thomas F., who married Ida Morgan; and Lelia, the wife of Capt. Howard Cason. The deceased children are Adelia and Anna.

Mr. Humphries and his wife are members of Memorial Methodist Episcopal Church, South. He is a member of the Masonic order. His family is well known in Berkley, and stands high in a social and business way. Genial, courteous and affable, Mr. Humphries has won numerous friends in Norfolk County, who esteem and respect him for his many admirable traits of character.

JOSIAH BORUM, who has an excellent record for service as a marine engineer, is a well-known resident of Berkley, Norfolk County, Virginia. He was born in Gloucester County, Virginia, November 9, 1847, and is a son of Robert S. and Mary E. (Powell) Borum, natives of Virginia.

Robert S. Borum was engaged in farming throughout his life and died in 1852. His wife died in March, 1853. They were members of Mount Zion Methodist Episcopal Church, of Gloucester County. The subject of this sketch is the youngest of seven children born to his parents, only two of whom are living. He has



CALEB HODGES.

a sister, Sarah A., wife of F. P. Jarvis. She was born in Gloucester County, Virginia, and now resides in Mathews County, Virginia.

Josiah Borum received his educational training in the common schools of Mathews County, Virginia, and when old enough learned the trade of an engineer, which he has followed all his life. He first worked nine months in the machine shops of the Norfolk Navy Yard, then went to work as fireman on a steamboat. He continued at the latter occupation for three years, and was licensed as an engineer on April 27, 1869. He has never lost a year's work since beginning at his trade,—a wonderful record of service. He first took charge of the "Elizabeth City," which ran through the Dismal Swamp to Elizabeth City, North Carolina. He has been in the service of the Norfolk County Ferries for a period of 15 years, and in that time has not had a personal accident. His record for continuing with one company for so long a time reflects great credit on his ability as an engineer, and shows the esteem in which he is held by his employers.

May 3, 1870, Mr. Borum was joined in marriage with Mary E. Bassett, a native of Virginia, by whom he had two children,—Sarah A., who married Captain W. E. Cline of Berkley, and has one son, Herbert C.; and Mary E., who died at the age of 10 months. Mrs. Borum died January 19, 1875, at the age of 24 years. She was a member of the Berkley Avenue Baptist Church. Mr. Borum was married, secondly, on November 12, 1877, to Selina Diggs, a native of Berkley, Virginia, and a daughter of Isaac and Mary A. Diggs. Her father is one of the pioneer residents of Berkley, and is now past 70 years of age. Mrs. Diggs died April 20, 1891, at the age of 62 years. She was a devout Christian, a member of the Chestnut Street Methodist Episcopal Church, South, and was a woman of estimable character, with many friends. Two children blessed the union of Mr. Borum and his wife, Selina, namely: Josiah V. and Carrie E. The son, Josiah V., is a steward of the Chestnut Street Methodist Episcopal Church, South, and is secretary of the Sunday-school; he married Vida O. Foreman, and they have a son, Vernon L. Josiah Borum and his family are members of the Methodist Episcopal Church, South, of which he is trustee. He is a Mason; he was a charter member of Lee Lodge, K. of P.; a charter member of Middleton Lodge, I. O. O. F., of which he is a past officer; a charter member of Thomas Jefferson Lodge, Junior Order of United American Mechanics; and a charter member of the Engineers' Benevolent Association.

CALEB HODGES, a scion of one of the prominent old families of Norfolk County, Virginia, whose portrait is shown on the foregoing page, has attained a high degree of success, both as a merchant and as a real estate dealer. He was born at Deep Creek, Norfolk County, Virginia, August 25, 1850, and is a son of Caleb Hodges, Sr., and grandson of Josiah Hodges.

Josiah Hodges was a native of North Carolina and when a child came to Deep Creek, Norfolk County, Virginia, where he was reared by Samuel Weston. He became a farmer, but died early in life. He married Mrs. Lydia (Brown) Gordon, and their children were: Nathan, Thomas, Josiah, Hilry, James, Elizabeth and Caleb, all of whom were reared by their mother.

Caleb Hodges, Sr., father of the subject of this sketch, was born in Deep Creek, and spent his early life as a farmer. He then learned ship-building and with his brother, Thomas, established a business—building boats of light weight. In addition to this line of work, they manufactured shingles, staves and the like, the work being done by hand at that early day. They built some boats which they ran to nearby ports with produce, and, in all, had a very prosperous business. He was captain in the State Militia, and drilled the companies at Deep

Creek and Portsmouth. From the time he was 18 years old he was a member of the Methodist Episcopal Church, in which he held all of the offices. He was superintendent of the Sunday-school at the time of his death, and was a class-leader. He built a church then known as Rehoboth Church, which is now owned by the colored people of the community. He was also greatly interested in schools. He built a fine home on his land, and owned three excellent farms, and this property and the orchard of choice fruit planted by him, remain as they were years ago, and are monuments to his memory. The land is now owned by his widow, and is still undivided. He died in 1871, in his 53rd year. In 1840 he married Eliza Ann Cherry, who is now living in Portsmouth at the age of 82 years, and they had the following children: Caleb W., deceased; Samuel W.; Albert, deceased, and Jerome, twins; Henry T., deceased; Caleb, the subject of this biographical record; Mary P., wife of W. G. Pettis; Joseph G.; Emily Jane, wife of J. Carson; John N.; and Kate F., wife of J. W. Outten.

Caleb Hodges attended the public school and learned the trade of house carpentering with his father, with whom he continued until 18 years old. About 1869 he removed to Portsmouth and there went into business. He built several houses which he sold to good advantage, and in 1890 located in Norfolk, where he was engaged in the mercantile business at the corner of Chapel and Queen streets until 1897. He then opened his present store, in which he carries a full line of general groceries, hay, grain, feed, coal and wood. He has been very active in real estate circles in Norfolk and has built as many as 22 houses there, some of which he sold well, retaining the others. He also built 10 houses in Berkley, and is now building five brick houses and a store, near the corner of Moseley and Chapel streets.

In 1886 Mr. Hodges was united in marriage with Mrs. Elizabeth Guider, a daughter of George Horst, of Baltimore. Fraternally the subject of this sketch is a member of Atlantic Lodge, No. 2, A. F. & A. M.; and the Knights of Pythias. He served four years as a member of the City Council in a creditable manner.

WILLIAM G. LARMOUR, occupying the important position of general foreman on the Norfolk & Southern Railroad, at Berkley, Virginia, is well known and liked as an honest, upright citizen. He is a son of Robert and Elizabeth (Gardham) Larmour, both natives of Canada. His birth took place in Brantford, Ontario, February 20, 1871.

Robert Larmour, his father, filled many positions of importance during his active life, and is now a retired railroad superintendent and makes his home, together with his beloved wife, at Stratford, Ontario. He was a member of the Canada militia, serving as a loyal subject of Queen Victoria, and did his part in helping to defeat the movement of the Fenian riders, in 1866. He has now reached the age of 61 years, and his wife has attained the age of 55 years; both are enjoying the best of health and are leading a retired life.

William G. Larmour was the second child in a family of five children, and the others are still residing in their native county. The early years of his boyhood were spent in obtaining his mental training in the public schools of Stratford and London, Ontario, after which he started out in life to earn his own living. His first employment was as a machinist in the shops of the Grand Trunk Railway, his location being at Fort Gratiot, Michigan. Some time later he became draftsman, and served as such for three years, in the employ of the Detroit Dry Dock Company. At the expiration of that time he returned to the employ of the Grand Trunk Railway Company, filling the position of draftsman at Battle Creek and Port Huron, Michigan. He remained with that company until September, 1898, when he



DR. WILLIAM K. WOOD.

moved to Berkley, Virginia, and entered the employ of the Norfolk & Southern Railroad Company as draftsman. The following two years of his service on that line were so satisfactory that he was then given his present responsible position as general foreman, and has about 100 men working under his supervision. During all the years he has spent in railroad service Mr. Larmour has always proved faithful to his duties and thorough and prompt in action. He is a master workman in his line, and has always given an eminent degree of satisfaction.

In fraternal circles Mr. Larmour is a member of the Masonic Blue Lodge. His work does not occupy all of his time, for he is also interested in the Southern-Southwestern Railway Club, located at Atlanta, Georgia. He takes an interest in church affairs as well, being a member of St. Thomas Protestant Episcopal Church at Berkley, Virginia, and serving as a vestryman.

DR. WILLIAM K. WOOD, one of the leading practicing physicians and surgeons in Berkley, Virginia, whose portrait the publishers of this work present on the opposite page, commands an extensive practice throughout his section of Norfolk County. He has spent many years of his life in careful training, having attended some of the very best medical schools in the country, until he became fully prepared and equipped to successfully battle with disease in almost every form. Dr. Wood has not only a comprehensive knowledge of the medical profession, but skillfully treats the most complicated cases with promptness and decision, thus giving his patients unbounded confidence in his ability.

Dr. Wood is a native of Pasquotank County, North Carolina. He was born in 1875, and is a son of John R. and Keziah (Whitehurst) Wood. The father was a native of Princess Anne County, Virginia, and during his short life was a farmer, but death claimed him in 1886, at the early age of 30 years. He and his wife were devout members of the Baptist Church. His wife, Keziah (Whitehurst) Wood, a native of North Carolina, and a daughter of David and Mollie Whitehurst, was born in 1850. She and her husband had four children, namely: Emily A., a resident of Centreville, Norfolk County, Virginia; Irene F., the wife of Edward T. Humphries, a farmer, of Princess Anne County, Virginia; William K.; and David W., who is engaged in farming in Norfolk County.

Dr. Wood had exceptional training for his profession in the way of schools and colleges. He attended the Atlantic Collegiate Institute at Elizabeth City, North Carolina, and then spent one term in William and Mary College, and subsequently attended the Baltimore Medical College, in 1893, from which he graduated in 1896, having completed the course in medicine and surgery. He found his first location in Centreville, North Carolina, where he held the position of physician for the county almshouse, and also had charge of the county pesthouse, which positions showed the confidence placed in him. In May, 1901, he removed from Centreville to Berkley, Virginia, finding there much broader field for his labors. He enjoys a good general practice and has an office at No. 91 Chestnut street.

October 31, 1900, marked the date of Dr. Wood's marriage with Elba Vanderlip, a daughter of Truman and Bell Vanderlip. In religious belief Mrs. Wood is in accord with the Presbyterian Church.

Dr. Wood is quite prominent in fraternal circles, being a member of the Masonic, Independent Order of Odd Fellows and Knights of Pythias lodges. He is a valued member of the Virginia State Medical Society, and also of the Tidewater Medical Society.

In his political convictions Dr. Wood is a pronounced Democrat, and a most active partisan. He served as a member of the Demo-

cratic County Executive Committee for four years, and was active in the organization of the party in the last gubernatorial and legislative contests in Norfolk County. In this connection his work was considered by his friends to be of the highest order.

ELLENOR & ARMENTRAUT. This firm conducts the largest wholesale grocery establishment in Portsmouth, Norfolk County, Virginia. Their place of business is at No. 808 Crawford street, near the new City Market in the Seaboard block.

H. N. B. Ellenor, the senior member of the firm, located in Portsmouth in 1868. In 1875 he formed a partnership with I. C. Brinkley, and they continued in business together for 20 years. The partnership was then dissolved, and Mr. Ellenor took his son-in-law, Mr. Armentraut, into partnership with him. They carry an immense stock, dealing both in retail and wholesale groceries, and buying goods by the car-load. Mr. Ellenor gained his experience in the grocery business by clerking for James Jones, and later for W. & J. Parker, an old firm of Portsmouth.

Mr. Ellenor married Ella Barnes, who was born in Portsmouth, and is a daughter of Harvey Barnes. Mr. Barnes, who was one of the ealiest retail grocery dealers of Portsmouth, died in August, 1892, aged 83 years. He was formerly a member of the City Council, and was born on the Eastern Shore of Virginia. Mr. and Mrs. Ellenor have two children,—Ida Luvenia, wife of J. N. Armentraut; and William Harvey, who clerks in his father's store. Mr. Ellenor is a Democrat in politics, and fraternally is a member of the following lodges: Royal Arcanum; Knights of Pythias, in which he has taken all the degrees; and Improved Order of Red Men. The family attend the Baptist Church.

John N. Armantraut was born and reared in Rockingham, Shenandoah Valley, Virginia. He came to Portsmouth, March 28, 1889, and entered the grocery business with O. L. Williams, with whom he continued until January 1, 1895. He then entered into partnership with his father-in-law, Mr. Ellenor. Mr. Armentraut married Ida Luvenia Ellenor. He is a member of the Knights of Pythias, Improved Order of Red Men, and Woodmen of the World lodges. Mr. Armentraut is a business man of marked ability, and is honorable and upright in all his dealings.

The firm of Ellenor & Armentraut occupies four floors of the building in which they conduct their business. The building is 110 feet long, and 20 feet wide. They have established a reputation throughout Norfolk County as a reliable and trustworthy house, with a stock of groceries which cannot be excelled in the State. Mr. Ellenor and Mr. Armentraut are greatly interested in the progress of Portsmouth, and always lend their support to any enterprise which tends to promote it. They stand among the foremost business men of the city.

STEPHEN BARNABY CARNEY, the efficient assistant postmaster of Norfolk, Virginia, was born near Churchland, Norfolk County, Virginia, September 19, 1848, and is a son of Capt. Stephen Carney, and grandson of Barnaby Carney.

Capt. Stephen Carney was born in February, 1810, on a farm, and there was reared. Later in life he became a tiller of the soil. He had a large estate, which he managed most successfully. He was a true Southern gentleman, and was very fond of outdoor sports, being particularly inclined to the old style of fox hunting. He served as captain of militia until his death, which occurred December 25, 1890.

Stephen Barnaby Carney, whose name opens these lines, was reared on a farm, and at-



WILLIAM B. CHEEK.

tended school in his native county. By the breaking out of the Confederate War he was deprived of many boyhood pleasures. He assisted his father in agricultural pursuits, and when very young took a great interest in politics. He served eight years as chairman of the Board of Supervisors of Norfolk County. He also served five years as chairman of the Second Congressional District Republican Executive Committee, and has been a delegate to the State convention for 20 years. Mr. Carney was one of the promoters and incorporators of West Norfolk, and secured the first charter for the Norfolk & Carolina Railroad. He was appointed assistant postmaster of Norfolk March 27, 1898, and is filling this office with great acceptability. His duties are to look after the books of the office, and to take charge of the stock. He is one of the most influential citizens of Norfolk County, and is a man of splendid business ability, and progressive and enterprising spirit. He is widely known in Norfolk, and in this section of Virginia, as a man of honor and integrity, who is charitable to all.

Mr. Carney is a member of the Masonic order, Knights of Pythias and Royal Arcanum. Religiously, he is a Baptist.

WILLIAM A. WEST, who is engaged in the lumber business in Portsmouth, Norfolk County, Virginia, was born near the Dismal Swamp Canal at a place now known as "Cornland," March 19, 1841. He is a son of John West and grandson of William West, descended from Capt. Nathaniel West, one of the West brothers prominent in the early history of Virginia, and was probably the first of the West family to locate in Norfolk.

William West, the grandfather of our subject, was a soldier in the Revolutionary War. John West, the father of our subject, was born in 1814. He was a captain of State troops prior to the Confederate War. His wife, Sarah A. Hodges, who was born in 1816, died in 1850. She had three sons: L. M., John T. and William A.

William A. West, the subject of this sketch, served as sergeant of Company A, 61st Regiment, Virginia Infantry, during the Confederate War, taking part in many of the prominent battles. October 1, 1896, he leased his farm which he had operated for a number of years, and removed to Portsmouth that he might the better attend to his lumber interests. Mr. West is one of the leading business men of Portsmouth.

In 1880 Mr. West married Bettie F. Smith, who was born in 1841, in Culpeper County, Virginia, a daughter of Peter and Sarah A. (Newlon) Smith. Peter Smith was born in Rappahannock County, Virginia, June 11, 1815, and was a farmer and stock dealer; his wife was born in Loudoun County, Virginia, in 1814, and died in 1884. Mr. and Mrs. West have one son, who is 20 years old. His name is John William Casper West, and he is now lieutenant at the Blacksburg Military Academy, where he is completing his last term.

Mr. West is a member of the board of stewards of Monumental Methodist Episcopal Church, South, and is also superintendent of the Sunday-school. His wife is a member of the Baptist Church. Mr. West has a brother who is superintendent of the county schools of Norfolk, and is a Methodist minister.

WILLIAM B. CHEEK, whose portrait is herewith shown, is a storage merchant of Norfolk, Norfolk County, Virginia, and was born in Warren County, North Carolina, January 15, 1854. He comes of a very good family, and is a son of John S. and Clementine (Bagley) Cheek.

John S. Cheek was born in 1819, and died at the age of 68 years. He was a slave-owner

and planter, raising tobacco, cotton, corn, wheat and oats extensively. He was one of the most successful planters of the day. He married Clementine Bagley, who was born at Williamston, Martin County, North Carolina, in 1830. She was a daughter of D. W. Bagley, who was a merchant. John S. Cheek had seven children, namely: William B., the subject of this sketch; Olivia, who married Dr. Landis, of Durham, North Carolina; Corinne M., who married Edward Royster, who is engaged in the carriage business at Henderson, North Carolina; Helen B.; Cornelia W., who married M. K. Pleasant, of Louisburg, North Carolina; John S., a merchant, of Ocosta, Washington; and Robert L., also living in the same place. William B. Cheek's mother is a direct descendant of Philip Bagley, one of the heroes of the Revolutionary War, who took part in the battle of Bunker Hill, and is also related to Dr. Joseph Warren, who lost his life in that famous battle of Revolutionary days.

William B. Cheek attended the Horner school in Oxford, Granville County, North Carolina. Before he had reached the age of 16 years he was obliged to leave school, as his father's health failed, and he was called upon to take charge of the large farm and other business. He remained in that connection until 1884, when he removed to Norfolk, Virginia. He became interested in several lines of business, finally taking charge of the storage business in the spring of 1892, and in which line he has since continued. He is an enterprising citizen of Norfolk, well thought of, and highly esteemed for his good business ability and uprightness of character.

Mr. Cheek married Lucy Gurley, of Norfolk. She is a daughter of William P. and Agness Gurley, both natives of North Carolina. At her mother's request before that lady's death, she was afterward adopted by Mrs. George W. McGlanhon. Mr. Cheek is a Democrat in politics. He is an advocate of Christian Science, having received many benefits therefrom. Socially he is a member of several fraternal organizations, and is district deputy supreme archon of the Improved Order of Heptasophs, of this district.

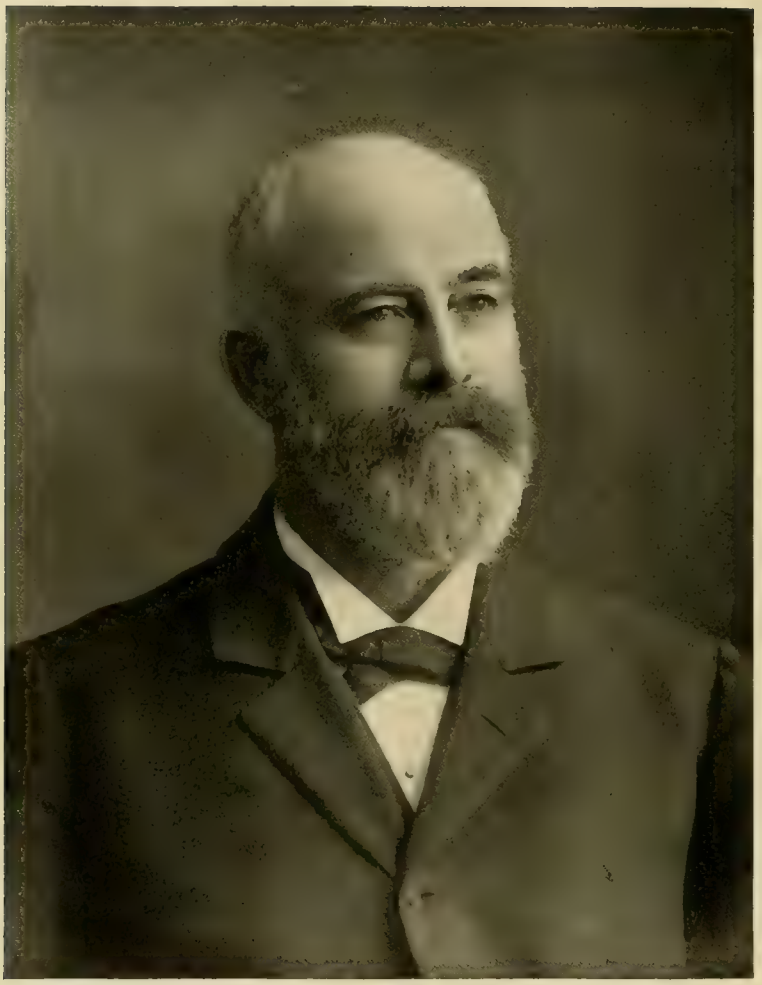
THEODORICK A. WILLIAMS, a popular young attorney-at-law of Norfolk, Virginia, is a son of the Hon. T. A. Williams, one of the city's most esteemed citizens, and was born in Norfolk in 1874.

Hon. T. A. Williams was born and reared in Norfolk, and received his mental training in the schools of that city. He began his business career as a bookkeeper, after which he entered mercantile life. When the Confederate War broke out he had been in business only a short time, but felt it to be his duty to leave all and join the army. He was one of the first to act, and enlisted as a private in Mahone's Brigade, but was later advanced through merit. He fought gallantly through 27 of the most serious engagements of the war, and at the surrender at Appomattox he had command, as captain, of two companies of the 6th Regiment, Virginia Infantry.

At the close of the war Captain Williams returned to mercantile pursuits, entering the grocery business under the firm name of Rowland & Williams. Later the firm name was changed to T. A. Williams & Dickson, and still later to T. A. Williams & Company.

Captain Williams had a successful career; he was identified with banking interests, and November 11, 1889, became president of the Bank of Commerce, and held that position until his death, November 14, 1891, at the age of 51 years. He was an active citizen, and served in the City Council several years. He was also a member of the School Board, and a trustee of the Norfolk Academy.

Theodorick A. Williams was reared in Norfolk, and attended the Norfolk Academy, and the Episcopal High School, of Alexandria,



CAPT. HORATIO H. GLOVER.

Virginia, where he obtained his primary education, and afterward studied law at the University of Virginia, where he graduated in 1896. In 1897 he was admitted to the bar. He has since built up a lucrative practice, and is recognized to-day as one of the leading young attorneys of the city. He is a good writer and a fluent speaker, and although interested in some of the recent enterprises of Norfolk he has never neglected his profession for other business propositions.

CAPT. HORATIO H. GLOVER, who is in command of the steamer "Albemarle," in the service of the Old Dominion Steamship Company, comes of a seafaring family. He was born at Camden, Maine, September 13, 1845, and is a son of Thomas and Lucy (Eaton) Glover.

John Glover, the great-grandfather of Capt. Horatio H., was a sea captain. His son, John Glover, was also a sea captain. Thomas Glover was born on Fox Island, and was a master mariner, making deep water voyages all his life on sailing vessels. He died in 1860, aged 48 years. His wife, who was born in Camden, Maine, died in 1852, aged 34 years. They had three daughters and one son. The subject of this sketch was the second child.

Capt. Horatio H. Glover attended school and grew to manhood in the State of Maine, and at the age of 15 years made his first voyage at sea. His first work was as cook on a small sailing vessel. From the grade of cook he advanced rapidly, filling all the positions on a vessel, until he became master. He held the position of chief stevedore on the New York wharves for three years. His service with the Old Dominion Steamship Company began in November, 1877, when he was given command of the steamer "Rapidan." In July, 1895, Captain Glover took command of the steamer "Richmond," and in February, 1898, he became captain of his present vessel, the "Albemarle." He has experienced many narrow escapes and thrilling incidents on the water but, on the whole, has been very successful. He is an excellent sea captain and has had a splendid career. His pleasant and courteous manners make him beloved by all, who admire him for his many excellent traits of character.

Captain Glover married Louisa S. Matthews, of Lincolnville, Maine, and they have two daughters: Mary L., wife of Addison C. Brown; and Eleanor R., wife of Leonard R. Johnson, Jr. Both families reside in Brooklyn, New York. Captain Glover is a member of Norfolk Lodge, No. 1, A. F. & A. M.; Norfolk United Chapter, No. 1, R. A. M.; and Grice Commandery, No. 16, K. T., all of Norfolk. He is also a member of the Knights of Honor; Legion of Honor; Royal Arcanum; and Pilots' & Masters' Association of Steam Vessels, Progressive Order, No. 9, of Norfolk. A portrait of Captain Glover accompanies this sketch.

DR. ALEXANDER TUNSTALL, who has attained a high degree of success in the practice of medicine at Norfolk, Virginia, comes of a very prominent Virginia family. He was born in Norfolk, Virginia, April 8, 1843, and traces his ancestry back to Col. Richard Tunstall of King and Queen County, Virginia.

Col. Richard Tunstall was deputy clerk of court in Essex County, Virginia, in 1721, and a clerk of the court of King and Queen County, Virginia, from 1753 to 1756. He was elected burgess from that county in November, 1766, and was chairman of the Committee of Safety in 1774. He was a colonel during the Revolutionary War. He married Anne Hill, and among their children was Richard Tunstall, Jr., who was born in King and Queen County, Virginia, was clerk of the court of that county from 1777 to 1784, and was a member of the Committee of Safety of King and Queen

County in 1774. He married Catherine Brooke, a daughter of Col. George and Ann (Tunstall) Brooke.

Col. George Brooke, born in 1725, was a son of Humphrey Brooke (and Elizabeth Braxton), the third son of Robert Brooke, Sr., and Catherine Boothe, his wife. Robert Brooke, Sr., was a justice of Essex County, Virginia, in 1691, and was a surveyer by profession. He was father of Maj. Robert Brooke, Jr., of Governor Spottswood's Knights of the Golden Horseshoe. Col. George Brooke was a member of the House of Burgesses from 1768 to 1776, and of the Virginia Convention of 1775-76, member of the Virginia State Senate, 1777 to 1779, and treasurer of the State of Virginia from 1781 to his death, in April, 1782.

Alexander Tunstall, a son of Richard and Catherine (Brooke) Tunstall, was born in King and Queen County, Virginia, March 19, 1787. He was cashier of the Farmers Bank of Virginia at Norfolk, a branch of the Virginia State Bank of Richmond, and was associated with James Lyons. He married Elizabeth Todd Baylor, a daughter of Robert Baylor and Lucy Todd Garnett, his wife, and among their children was Robert Baylor Tunstall, the father of our subject.

Robert Baylor Tunstall was born in Norfolk County, Virginia, August 31, 1818, and was educated at Norfolk, Hampden-Sidney College, in Prince Edward County, and at the Medical College of Pennsylvania, graduating from the last-named institution in 1842. He then returned to Norfolk, where he engaged in the practice of his profession until his death, April 1, 1883. He was a member of the Norfolk Medical Society. On January 7, 1840, he married Elizabeth Walke Williamson, a daughter of Thom Williamson of Norfolk, Virginia. The Williamson family is traceable back to Sir Thomas Williamson of "Cobham Hall," in Surry County, Virginia, opposite Jamestown. The next in line of descent was John Williamson, who married Rebecca Chamberlaine and was elected a vestryman of Curl's Church, Henrico County, Virginia, June 17, 1735. Thomas Williamson, son of John and Rebecca (Chamberlaine) Williamson, was born in Henrico County, Virginia, in 1708, and was elected vestryman of the same church October 8, 1737. He married Judith Flemming, and among their children was John Williamson, the second of the name, who, by his wife, Sarah Price, had a son, Thom Williamson, father of Mrs. Robert B. Tunstall. Thom Williamson was born at "The Brook," in Henrico County, May 22, 1777, and died in Norfolk in 1846, being buried in Cedar Grove Cemetery, Norfolk, Virginia. On July 13, 1809, he married his second wife, Anne M. Walke, whose daughter, Elizabeth Walke Williamson, married Dr. Robert B. Tunstall. Dr. and Mrs. Tunstall were the parents of the following children, who grew to maturity: Baynham, Alexander, Virginia Baylor (Thom), Nannie McClellan (Hunter), Richard B., Robert W. and William Brooke. A number of others died in infancy.

Dr. Alexander Tunstall, subject of this biography, was reared in Norfolk, and attended the Norfolk Military Academy for four years, William Richard Galt's Mountain Home School in Botetourt County two years, then William and Mary College, at Williamsburg, Virginia, whence he went into service in the Confederate War, in April, 1861, after which he took a course in Bellevue Hospital Medical College in New York, and was graduated in 1868. He became interne in the hospital of that name, and was subsequently a resident physician in the Nursery and Child's Hospital, New York, for one year. He returned to Norfolk in 1870, and has since been one of the successful physicians and surgeons of that city. He is a man of estimable character, and stands high in the esteem of his fellow citizens. He has a very beautiful residence overlooking the Elizabeth River, located at the west end of Freemason street. He was a member of the Virginia State Medical Society, and the Nor-

folk Medical Society, of which latter he served both as secretary and president. He was the adjutant of the 6th Regiment, Virginia Infantry, in the Confederate War, the regiment forming a part of Mahone's Brigade of the Army of Northern Virginia. He has been medical examiner of the New York Life and Mutual Life insurance companies of New York. He has always taken an earnest and active interest in the progress and development of the city of Norfolk.

In April, 1876, Dr. Tunstall married Annie D. McIntosh, a daughter of Capt. Charles F. McIntosh, C. S. Navy, who lost his life during the Confederate War, in 1862, after a gallant struggle with Farragut above New Orleans. The living issue of this union is: Elizabeth Walke, Charles McIntosh, Richard and Ruth.

THE NATIONAL BANK OF COMMERCE is one of the solid financial institutions of Norfolk, and for many years has been a material factor in the growth and development of the city, fostering new enterprises and giving support to all business ventures tending to elevate Norfolk in the commercial world.

The National Bank of Commerce is the outgrowth of the People's National Bank, which was organized in 1867 with J. C. Demming as president. It was reorganized as the Bank of Commerce, July 16, 1878, with John Peters as president. The latter was succeeded by James E. Barry, July 12, 1879, and he in turn relinquished the duties of that office to Hon. T. A. Williams, November 11, 1889. The next president was Nathaniel Beaman, who now maintains that official capacity, the other officers being Robert P. Voight as vice-president; Hugh M. Kerr, cashier; and M. C. Ferebee, assistant cashier. They are all men of prominence and experience in the business world, and the business affairs of the bank have flourished under the wise administration. The original capital stock of $50,000 was enlarged to $100,000 in 1890, to $200,000 in 1897, and to $500,000 in 1901. The Bank of Commerce was converted into the National Bank of Commerce, December 2, 1901. The following statement made February 25, 1902, shows not only the wonderful growth of the institution, but its sound financial condition:

RESOURCES.

	Feb. 25, 1902.
Loans and discounts	$1,723,355 11
U. S. bonds and premiums	257,912 00
Other bonds	42,796 78
Premium account	
Banking house and fixtures	32,000 00
Other real estate	1,138 17
Due from banks	70,904 81
Due from approved reserved agents	123,586 11
Cash and exchanges	191,685 71
	$2,443,378 69

LIABILITIES.

Capital stock paid in	$ 500,000 00
Surplus fund	250,000 00
Undivided profits	13,632 26
National bank notes outstanding	246,300 00
Dividends unpaid	120 00
Individual deposits	1,133,590 10
Bank deposits	249,736 33
Bills payable and rediscounted	
Temporary loans	50,000 00
	$2,443,378 69

The directors of the bank are: K. B. Elliott, B. T. Bockover, R. W. Santos, Fred Greenwood, J. W. Hunter, Thomas H. Willcox, Henry L. Schmelz, Alvah H. Martin, Hugh M. Kerr, Robert P. Voight, F. M. Whitehurst, Cary P. Weston, Tazewell Taylor, T. S. Southgate and Nathaniel Beaman. The National Bank of Commerce has handsome and commodious quarters at No. 241 Main street. The building, which the bank owns, was renovated and refitted in 1897; it is made of stone and the interior is of marble and mahogany, presenting an appearance of simple elegance. It is specially arranged for the banking business, and every detail which will in any way facilitate the work has been provided. One of the best features of the bank is its fire and burglar-proof vault. It is di-

vided into two parts, one part being used for safety deposit boxes and the other for banking purposes. Among the bank's principal correspondents are the following well-known concerns: National Park, Hanover National, Chase National and National Bank of Commerce, New York; First National and Corn Exchange, of Philadelphia; First National of Baltimore; and Central National of Washington.

The cashier of the bank, Hugh M. Kerr, is a native of Virginia, and has been identified with the institution for four years.

CAPT. JOSEPH DOWNING WOOD, a well-known citizen of Portsmouth, Virginia, is president of the American Association of Masters & Pilots, an organization which was established 12 years ago, and has its headquarters in Odd Fellows Hall, on Church street, Norfolk. It has been reorganized, and now has a membership of 150. It is not a labor organization, its purpose being to secure good competent men for navigators, which tends to benefit employers as well as the members. It is also a social organization. Captain Wood was quite active in the reorganization of this order and is now president, Captain W. A. Mayer being vice-president.

Captain Joseph Downing Wood was born in Plymouth, Washington County, North Carolina, and is a son of Samuel S. and Martha (Downing) Wood. He comes of distinguished ancestry on both sides of the family. The Wood family is of English origin, and some of its members were comparatively early settlers of North Carolina. The Downing family has long been one of prominence in North Carolina. It is also of English extraction, the first of its representatives in this country being Henry Downing, who came from England and was a very early pioneer of Plymouth, North Carolina. He was possessed of large estates in that locality. A direct descendant of this pioneer was Col. Joseph Downing, grandfather of Captain Wood. He was a wealthy and influential man of Plymouth, and owned about 1,200 acres of land in that vicinity. He had a large number of slaves, followed farming, and also owned and operated a mill there. He was the leading man of that section, but the Confederate War caused him to loose the greater portion of his property. He spent his life on the farm, and died in 1865. His union with Nancy Jones, also of North Carolina, resulted in the birth of seven children, as follows: Richard; Hester; Martha, the mother of Captain Wood; Thomas; Catherine; Stephen; and Jannis. Mrs. Downing died in 1867. The old Downing estate remained in the family until about 1896.

Samuel S. Wood was born in Tyrrell County, North Carolina, in March, 1845, and was engaged in agricultural pursuits during the early part of his life. During the past 15 years he has followed marine engineering, and lives at Berkley, Norfolk County, Virginia. In 1866 he married Martha Downing, who died in April, 1888, leaving five sons and one daughter, as follows: Joseph D., Maud, Richard, Felder A., Stephen and S. Frank.

Captain Joseph Downing Wood came to Norfolk, Virginia, when about 17 years of age. He had received a common-school education in the rural districts, and after coming to Norfolk attended night school. During his early life he engaged in farming, and afterward secured a position as clerk in a dry-goods store in Elizabeth, North Carolina. Then his connection with marine life began as a deck-hand, from which humble position he has worked his way up to be master and pilot. He has now been master for some 12 years, serving six years of that time for Norfolk County firms. He has been master of his present command, —the steam-tug "Dorothea"—for the past two years.

Captain Wood was united in marriage with Ada Estelle Burnell of Portsmouth, Virginia,



PILKINTON C. CODD.

in which city they now reside. He is a pleasant, genial man and has many friends. Fraternally, he is a member of Berkley Lodge, K. of P.

W. E. CRISMOND, who has served efficiently in the capacity of assistant postmaster of Portsmouth since April, 1898, is a native of that city. He was born in January, 1863, and is a son of George E.

George E. Crismond was born in Gloucester County, Virginia, and came to Portsmouth in the "fifties." He was a ship-joiner by trade and was employed in the Navy Yard. He served in Grimes' Battery, Artillery, in the Confederate Army during the Intersectional War, and after its termination resumed his work at Portsmouth. He died in the summer of 1899. He married a Miss Topping, a descendant of the Wood family of Portsmouth. Mrs. Crismond was born at Portsmouth, and died in that city in 1888. Five daughters were born to George E. Crismond and his wife, as follows: Mrs. William J. Bohannan; Mrs. John W. Hart, whose husband is in the steam engineering department of the Navy Yard; Mrs. Clifford B. Corey, whose husband is superintendent of track laying of the bureau of Yards and Docks of the Navy Yard; Mrs. W. Roland King, of Portsmouth; and Ethel, of Portsmouth. W. E. Crismond is the only son born to his parents. His brother-in-law, William J. Bohannan, is senior member of the wholesale and retail grocery firm of Bohannan, Blick & Company, on South street; he is a native of Portsmouth, and his father was a Confederate soldier. Mr. Bohannan and his wife have four children, namely: William J.; Aurelius J.; Earl Parker; and Marshall T.

W. E. Crismond was reared at Portsmouth, where he attended school, and was also a pupil in Prof. N. B. Webster's school at Norfolk. He was then employed by the Adams and Southern express companies as clerk for six years, and in 1888 was appointed by Secretary of the Navy Tracy as chief clerk in the equipment department at the Navy Yard. He continued thus for four years, and was removed when President Cleveland began his second administration. He then became local clerk and ticket agent of the Atlantic & Danville Railway Company, with office at Norfolk, and served as such until April, 1898, when he was appointed assistant postmaster at Portsmouth by Mr. Burroughs. He is possessed of exceptional ability, and is well thought of by all to whom he is known. He attends the Methodist Episcopal Church, South.

PILKINTON C. CODD, owner and proprietor of the largest livery business in the city of Portsmouth, Norfolk County, Virginia, whose portrait accompanies this sketch, is a wholesale and retail dealer in horses and also a veterinary surgeon of recognized ability. Mr. Codd's early life was spent in the butcher business, which he learned under his father. In October, 1899, he engaged in the livery business on a small scale, having only four horses. Under his successful management, the enterprise has proved a great success. He now owns 50 head of fine horses and has the largest stables in the city. The buildings cover half a block, and include also a blacksmith shop.

Pilkinton C. Codd was born in Portsmouth September 27, 1857, and is a son of John A. and Clara Codd, both parents being natives of Baltimore, Maryland. The father was born in 1829 and passed to his final rest in 1884. He was reared in Norfolk County, Virginia, followed the butcher business very successfully in Portsmouth for many years, and was well known in mercantile circles. He and his esteemed wife reared a family of 10 children. Those living are as follows: Jacob; John; William; Walter; Charles; Louis; Pilkinton C.; Clara, who was united in marriage with

Young Old; and Kate, who is the wife of George Porter.

In 1889 Pilkinton C. Codd was united in matrimony with Freddie Old, who was born in Princess Anne County, Virginia. They have two children, Marshall, who was born in 1892; and Mary, whose birth took place in 1895. The family attend divine service at the Methodist Episcopal Church, South, of which Mrs. Codd is a member.

Mr. Codd is a Democrat in politics and is faithful to the interests of his party at all times. In fraternal circles he affiliates with the Royal Arcanum and Knights of Pythias.

DR. ROBERT SHEILD PERKINS, who has attained a high degree of success in the practice of the medical profession, is a prominent citizen of Norfolk. He is a North Carolinian by birth, but of Virginian ancestry, being a scion of the Sheild family, which has been one of prominence since near the beginning of the seventeenth century, when it was established in this State and country.

Robert and Mary (Bray) Sheild were the first of the family to come to this country from England, locating in York County, Virginia. They had a son, Robert Sheild. The latter, who died March 4, 1669, married Elizabeth Davis, and had a son, Robert. Robert Sheild, the third, was born April 26, 1667, and was churchwarden of Charles Parish. He married Mary Dunn, only daughter of Charles Dunn, who married Temperance Roberts, who is referred to in the early records as "sister to Thomas Roberts." Among the children born of this union were Robert Sheild and Dunn Sheild, the last named marrying Susan Curtis. The former, whose will was proved May 21, 1753, married Sarah, widow of Thomas Barber, and they, too, had a son named Robert. Robert Sheild, the son, served as captain in the French and Indian War, and became major in the militia of York County, Virginia. He was also a justice of the peace. He married Rebecca Hyde, daughter of Samuel Hyde, and granddaughter of Robert Hyde, who was an attorney-at-law. Their two sons were Samuel and Robert. Robert Sheild died March 31, 1804. He married at Chiskiack, February, 1781, Martha Hansford. They had a son, the seventh Robert Sheild. He was born October 30, 1789, and died November 10, 1840. He married Martha Drummond, and they had a daughter, Martha, mother of Dr. Robert Sheild Perkins. Robert Sheild was a member of the House of Delegates.

Rev. Samuel Sheild, a son of Robert and Rebecca (Hyde) Sheild, entered William and Mary College in 1769. He entered the philosophy schools, and in 1773 received from the faculty one of the two medals given by Lord Botetourt, July 29, 1773, for the encouragement of classical learning. Rev. Mr. Sheild was a friend of Gen. Thomas Nelson, who recommended him in 1774 to Bishop Beilby for orders. In 1775 he was made minister of Drysdale Parish in Caroline County, and after the death of John Camm, president of William and Mary College, he became minister of York-Hampton Parish, to which was added in 1792 the duties of Charles Parish which adjoined. Bishop Meade relates that "Mr. Sheild was very earnest in his discourses and that a lady of the old school, at a time when stiff brocades were the church dress of those who could afford it, would go home after some of Mr. Sheild's more animated discussions and call upon her maid to remove her clothes, for she had heard so much of hell, damnation and death that it would take her all evening to cool." By his first marriage Rev. Samuel Sheild had three children: Col. Robert, Capt. Samuel and Mary. He formed a second union with Lucy Howard, a daughter of Henry Howard, and they had two children: Martha and Henry Howard. His will was proved in York County Court, June 20, 1803, and men-

tioned his three sons: Robert, Samuel and Henry Howard.

Col. Robert Sheild was justice of the peace for York County, and was a member of the House of Delegates. He first married Elizabeth Sheild, a cousin, and secondly Mary Reade, a daughter of Hawkins Reade. He was father of the following children: Samuel R.; Richard Henry; Elizabeth, who married George Cooper; Martha, who married Joseph Algernon Graves, of Surry County, Virginia; Rebecca; and Roberta.

Samuel R. Sheild was a physician and married a daughter of Westwood Armistead, clerk of Elizabeth City. Their children were: Nannie, who married John Willis, of Hampton; Dr. Mallory, who married Florence W. Garrett and had two daughters; and Capt. Samuel, who was clerk of York County 40 years. The last named, who lived at Winton, York County, married Sallie C. Dudley, a daughter of Maj. William Dudley, of Warwick County, her mother being a Cary. Their children were: Mary Eliza, who married Dr. Francis Mallory, a member of Congress; and Bolivar, who was born in 1825 and was also clerk of the county for several years.

Dr. William Henry Sheild married Anna B. Corbin, at Isle-in-View, Gloucester, November 29, 1831, Rev. John Goodall officiating. She died February 3, 1847, among their children being: William Henry, a surgeon in the Confederate Army, who died in October, 1894,—he was also assistant physician at the Eastern Lunatic Asylum; and Orlando Fairfax, an artillery officer in the Confederate Army, who died in 1862. Dr. William H. Sheild formed a second union with Susan Ann Howard, a daughter of Col. Henry Howard, of York County, and among their children is Charles Henry, who married Jane Barton, a daughter of David Barton, by whom he had a son, Charles H., a lawyer, of Louisville, Kentucky. After her death he married her sister Martha, by whom he had a son, Norton.

The coat of arms of the Sheild family, as preserved on old silver and engraved on a ring, is: On a bend engraved three escutcheons. The crest is a fleur-de-lis, and the motto, "Be Traiste."

On the paternal side Dr. R. S. Perkins is descended from Baker Perkins, who came to Virginia and settled in York County, where he purchased "Poplar Hall," situated between Yorktown and Jamestown. He owned a merchant ship and as long as he lived was accustomed to send to England for his merchandise. His wife was of English birth. They had two children: Baker, Jr., and his twin sister, who was grandmother of Judge Baker P. Lee.

Baker Perkins, Jr., resided on the large plantation, "Poplar Hall," inherited from his father. He married Zelica Miles Whitaker, who traced relationship to Rev. Alexander Whitaker, who came to Virginia with Dale. He was a son of the distinguished Puritan, Dr. Whitaker, master of St. John's College, Cambridge. Without absolute authority, but with almost certainty, it is asserted that he performed the wedding ceremony of Pocahontas and John Rolfe. In a letter dated from Jamestown, June 9, 1617, Gov. Samuel Orgall mentioned that Rev. Whitaker had been drowned. Zelica Miles Whitaker was a daughter of Richard Harwood Whitaker and Zelica Miles, his wife, the latter's mother being a Tabb. Richard Harwood Whitaker was a grandson and ward of Col. William Harwood, by whom he was reared. According to a will found in the records of Charles City County, the latter was a son of Samuel Harwood. He came very early in the seventeenth century to Virginia and settled on the James River, where he received a grant of land called "Weyanoke" or "Wanock," one of the residences of King Powhatan. In 1767 or 1768 he married Margaret Wardropp, of the Isle of Wight. The Miles family, above mentioned, intermarried with the Carys, Brians, Seldens, Camms and other families of colonial times. The Whitakers also intermarried with the Carys, of

"Pear Tree Hall," Warwick County, Virginia. Baker and Zelica Miles (Whitaker) Perkins were parents of three children: Alexander H.; Richard C.; and Mahala.

Dr. Richard C. Perkins, father of our subject, is an alleopathic physician residing at present in Princess Anne County, Virginia. He served during the Confederate War as captain in the Commissary Department. He married Martha Sheild, by whom there were two children: Ida, widow of William Whitehurst, of Princess Anne County; and Robert Sheild.

Dr. Robert Sheild Perkins was reared and educated in North Carolina. He later attended Horner's Academy at Oxford, North Carolina, and then attended and was graduated from Hahnemann Medical College of Philadelphia, since which time he has engaged in the practice of medicine at Norfolk.

Dr. Perkins was united in marriage with Cornelia Vaughan, of Norfolk, and has seven children: Louise H., wife of Commander C. K. Curtis, U. S. Navy; Rosa V.; Kenneth Sheild; Robert M.; Allan Armistead; Virginia; and Claudia.

DR. THOMAS H. WILKINS, a well-known physician of Portsmouth, Norfolk County, Virginia, comes from one of the oldest and best families of this State. He was born in Portsmouth, and is a son of Thomas Jefferson Wilkins.

Thomas Jefferson Wilkins was born on the Eastern Shore of Virginia, and settled in Portsmouth when young. He engaged in the wholesale feed business, his store being located on the corner, near the ferry landing. He married Miss McCoy, who has taught school for over 25 years, and now conducts a private school on Court street, in Portsmouth. Her brother, C. W. McCoy, has been in charge of the freight department of the Bay line of steamers, and is also employed by the Seaboard Air Line Railway Company. Mrs. Wilkins has two sons and one daughter, namely: Thomas H., the subject of this sketch; E. P., who is engaged in the drug business in Portsmouth; and Sarah J., who is at school.

Thomas H. Wilkins received his primary education in Portsmouth. He entered the drug business in Norfolk, and subsequently removed to Portsmouth, where he continued in that business until 1897,—a period of eight years. He then attended the University College of Medicine, at Richmond, Virginia, from which he was graduated in 1900. Since that time he has been engaged in practicing his profession, and has met with much success. He thoroughly understands drugs and their uses, and is considered one of the best physicians in Portsmouth. He has a large practice, and has cause to be proud of the progress he is making in his profession.

Dr. Wilkins is a member of the Norfolk Medical Society, and also of the Virginia State Medical Society. He is a member of the Royal Arcanum and Heptasoph lodges, and is examining physician of the latter. Religiously he is a Methodist. His mother teaches the infant class in Monumental Methodist Episcopal Church, South, and is very active in church work.

R. C. MARSHALL is Commonwealth's attorney for Norfolk County, a position he has held since 1891, maintaining an office in the Kirn Building. He was born in Fauquier County, Virginia, and attended Clifton Preparatory School before the war.

Mr. Marshall entered the Confederate Army at the age of 16 years, serving with the Sixth Regiment, Virginia Cavalry, one year, and then with the Seventh Regiment, Virginia Cavalry. He served as aide-de-camp on General Thomas L. Rosser's staff for the last years of the war, and was wounded at the battle of Trevillian's Station, between



EDWARD M. BRUCE

Gen. Phil. H. Sheridan and Gen. Wade Hampton, June 11, 1864. He was shot through the right lung and was out of service until January, 1865, when he resumed his duties. He was at Appomattox Court House, but did not surrender with General Lee and his army, for the reason that Rosser's command was not then surrendered, the General having determined to attempt to join General Johnston's command.

After the close of the war Mr. Marshall commenced teaching school in his native county, and later had charge of an academy there. He then went to Brookville Academy in Maryland, near Washington, and had charge of that institution. He removed to Portsmouth in 1873, was there admitted to the bar in 1875, and immediately thereafter entered upon a practice which has since continued. For 10 years he was in partnership with Judge Claudius W. Murdaugh, under the firm name of Murdaugh & Marshall, their association being terminated by the death of Judge Murdaugh in 1899. Mr. Marshall was Commonwealth's attorney of Portsmouth about eight years, and since 1891 has been Commonwealth's attorney of Norfolk County, Virginia, the duties of which office he has discharged in a manner entirely satisfactory to all concerned.

EDWARD M. BRUCE, who is engaged in the general merchandise business at Bruce Station, and is also one of Norfolk County's well-known truckers, was born on his present farm, December 17, 1850. He is a son of William A. Bruce, who was born in 1821.

William A. Bruce is still living, and resides with his son. He farmed throughout his active life. He married Louisa Coplin, who was born in Nansemond County, Virginia, and died in 1855. Their children were,—Sarah, who married Mr. Peak; Louisa, who married George King, deceased; Henrietta, who married M. Jones, deceased; Edward M., the subject of this sketch; and Jenny and Ida, deceased.

Edward M. Bruce attended school in Churchland, and early in life applied himself to farming. In 1892, he built his present store, where he has since carried on a general merchandise business. He owns 124 acres of good farming land, and is also engaged in trucking. His store is much patronized by the residents around Bruce Station, and they are always treated with courtesy and fair dealing.

Mr. Bruce married Lovey Keeling, who was born in Princess Anne County, Virginia, and is a daughter of Thomas Keeling. They have two children, namely: Maggie V. and Elizabeth F. Mr. Bruce is a member of the Knights of Pythias. He is a Democrat in politics, and in religious belief prefers the Baptist Church. Mr. Bruce is well known in Norfolk, and is considered one of this county's best farmers and most enterprising citizens. He has a host of friends in the community, who will view with pleasure his portrait that appears on a page in proximity to this.

AMBROSE HARVEY LINDSAY, who is probably one of the largest and most successful farmers in Norfolk County, Virginia, is also a man of various other business enterprises. He was born in 1831 and reared in Currituck County, North Carolina, where he also owned and operated a farm for some years.

In 1858 Mr. Lindsay removed to Norfolk County, Virginia, and located on a farm at Deep Creek. He made his home there until January, 1870, since which time he has resided in the city of Portsmouth, Norfolk County, and was postmaster of said city for two terms, under Presidents Arthur and Harrison, respectively. He was an officer in the Confederate Army, being 2nd lieutenant in Captain Hopkin's company, which was afterward Com-

pany B, 61st Regiment, Virginia Infantry. His resignation as an officer in the army was accepted on the ground that his services to the Confederacy would be of greater benefit by his personal attention to his large farming interest.

Since the war Mr. Lindsay has cleared probably the largest tract of swamp and timbered land cleared by any one man in Virginia, and was a member of the State Board of Agriculture for some years. He has about 3,000 acres in one body within a mile of Deep Creek, all of which is under cultivation. He has large mercantile interests in Portsmouth, and resides at No. 306 Crawford street. He is a man of pleasing personality, and occupies a high place in the esteem of his fellow citizens.

The termination of the war and its results left him greatly embarrassed financially, but by his great energy and enterprise he soon liquidated an indebtedness of $70,000, personal and security obligations, and is now in a prosperous condition and free of debt. Success has characterized his entire business career; his word is as good as his bond, and he is generally known as one of the substantial and representative men of Eastern Virginia. He is a gentleman by birth and raising, a man of high character and universally respected.

JULIAN A. NORFLEET, M. D., a prominent representative of the medical profession of Berkley, Virginia, was born in Franklin, Southampton County, Virginia, May 2, 1864. He is a son of Alexander W. and Indiana V. (Edwards) Norfleet, both natives of Virginia.

Alexander W. Norfleet was a merchant at Franklin, Virginia, all his active life. He was a soldier in the Confederate Army, and served gallantly in the Nansemond Cavalry. He was widely known, and lived to reach the age of 73 years. He was a member of the Baptist Church, of which he was a deacon, and was one of the oldest Masons in Eastern Virginia. His wife was a daughter of Jordan and Susan (Clanton) Edwards, and a sister of Lieut.-Col. L. R. Edwards, U. S. Army, Spanish-American War, who previously served as a lieutenant in the Confederate Army, and also a sister of William Edwards, who served in the war between the United States and Mexico.

Dr. Norfleet is one of eight children, seven of whom are living. Both of his parents came of prominent Virginia families. On his father's maternal side he is a descendant of Col. Willis Parker, of Revolutionary fame, and Capt. John Holland, an officer of the War of 1812. On his father's paternal side he is a descendant of John Cowper, a captain in the United States Navy during the Revolutionary War, who in the small bark "Dolphin" sailed out of the Nansemond River, and attacked two English cruisers off Cape Henry.

Dr. Norfleet is a graduate of the Medical College of Virginia, class of 1886, and practiced his profession at Ivor and Radford, Virginia, prior to locating in Berkley, in 1893, since which time he has commanded a large practice in this section. He has membership in the Norfolk Medical Society and the Seaboard Medical Association, of Virginia and North Carolina. He has always taken a deep interest in the advancement of the town and is identified with various enterprises, among them the Berkley People's Bank and the Atlantic Building & Loan Association, of which he is a director.

On October 3, 1889, Dr. Norfleet was united in marriage with Sallie Griffin, a daughter of Dr. John C. and Nannie (Boykin) Griffin, of Southampton County, Virginia. Dr. Griffin died in 1887, aged about 47 years. His widow is a beloved member of the household of Dr. Norfleet. Dr. and Mrs. Norfleet have four children, namely: Lelia C.; Hontas Z.; Nannie C.; and Margaret G. He belongs to no secret orders, but is medical examiner for numerous companies.

W. L. BERKLEY, a well-known dealer in furniture and hardware in Berkley, Norfolk County, Virginia, was born in Berkley, August 18, 1861, and is a son of Lycurgus and Eliza Middleton Berkley, who were natives of Fairfax County, Virginia. The father was the founder of the town of Berkley, and was one of the most prominent men of Virginia.

W. L. Berkley started in business for himself in 1888. In 1894 he erected his present store, which is 40 by 80 feet in dimensions and consists of two stories. He carries a full line of furniture, carpets, stoves, ranges, and, in fact, everything pertaining to the furnishing of a house. He buys his goods from different manufacturers in Michigan, Indiana and Ohio, and wherever he can obtain the best goods. He does an immense business, which increases each year, and is one of the largest dealers in that line in Norfolk County. A careful manager, painstaking and thorough in all he undertakes, he has met with much success in his business, a fact due entirely to his own efforts. He is much interested in various business enterprises of Berkley, being president of the Berkley Permanent Building & Loan Association, an organization that was started 15 years ago; and is vice-president of the Merchants' & Planters' Bank, which was established two years ago with a capital stock of $30,000.

Mr. Berkley was married June 17, 1885, to Judith E. Ferebee, a daughter of Thomas Cooper and Bettie (Wallace) Ferebee, and four children were born to them, namely: Percival C.; Judith F.; Helen M.; and W. L., Jr. Mr. Berkley is a member of the Masonic order, also of the Knights of Pythias. He was one of the first councilmen of Berkley. He is one of the most influential business men of the town, and is a man of sterling qualities, possessing many of the characteristics of his father, who was one of the most noble men of Virginia.

JULIUS L. BUNTING, the subject of this sketch, was born in Northampton County, Virginia, September 19, 1857, on the farm where his grandfather had lived and died, and where his father, James Bunting, was born and reared.

In 1860 his father removed to Norfolk County, and a short while afterward was accidentally drowned, being only 26 years of age when he met his death.

His mother, who was Cassie A. Bishop before her marriage, and the daughter of Charles Bishop, died July 6, 1898.

His father's early death threw much care and responsibility upon him, and when quite young he assisted in the farm work, going to school at odd times.

He came to the City of Norfolk in 1876, and secured a clerkship in a ship-chandlery and grocery store, which position he held until 1880, when he succeeded to the business of his former employer. This business under his able management grew and prospered, and was continued at the old stand until 1901, when it was removed to his new building at the northeast corner of Brewer and Washington streets, this building having been erected by him to meet the requirements of his increasing business.

In 1889 he associated himself with J. W. Montague, succeeding Peter Turney in the wholesale rubber footwear and rubber clothing business, having also the Southern agency for Carter's oiled clothing. This business is one of the largest of its kind in the South, and was located at No. 71 Commercial Place until 1901, when it was also removed to his new building, thus housing his two interests under one roof.

In March, 1902, W. H. Lang was admitted to partnership in the grocery and ship-chandlery business, the firm name becoming Bunting, Lang & Company.

Our subject is a self-made man in every sense that term implies, and is one of the sub-

stantial business men of Norfolk, commanding the respect of all who come in contact with him, either in a business or social way.

Mr. Bunting was married in 1879 to Martha J. Hailes, a daughter of John Hailes, who was a merchant during the latter years of his life. This union is blessed by the birth of three children, namely: Mary J., Etta M. and Julius L., Jr.

Mr. Bunting is Democratic in politics but has never sought political honors. He is a member of the Freemason Street Baptist Church, serves on the board of deacons, and is church custodian.

In the fraternal world none are more prominent or take a more active interest than Mr. Bunting, the following local fraternal organizations claiming him as a beloved and worthy brother: Elizabeth Lodge, No. 34, A. F. & A. M.; Norfolk United Chapter, No. 1, R. A. M.; Grice Commandery, No. 16, K. T.; Harmony Lodge, No. 19, I. O. O. F.; Charity Lodge, No. 10, K. of P.; Black Hawk Tribe, No. 57, I. O. R. M.; Virginia Conclave, No. 1, Heptasophians or Seven Wise Men.

For the past eight years he has filled the office of supreme treasurer for the United States of the last named order, and is also a member of Acca Temple Mystic Shrine, of Richmond, Va.

HARMAN R. ANDERSON, who was for many years successfully engaged in the dry goods business in Portsmouth, Norfolk County, Virginia, where he at present deals in real estate, is a native of North Carolina, and a son of Joseph Page and Margaret S. (Redman) Anderson, both natives of Norfolk County, Virginia.

Walter G. Anderson, the paternal grandfather of the subject of this sketch, was in the United States Navy and was a charter member of Portsmouth Naval Lodge, No. 100, A. F. & A. M. His son, Joseph P., the father of Harman R., followed in his footsteps and early took up a seafaring life, which he mainly followed during his career, occasionally varying it by divers land occupations. In 1845 or 1846 he removed to Dubuque, Iowa, and a few years later fell a victim to the gold fever which prevailed all over the country, and went to California, where he "struck gold." In 1850 he returned to Norfolk, Virginia, and once more became a seaman. After his marriage he abandoned sea life for a time, and was engaged in the book business at Portsmouth. He served during the late Confederate War as a civil engineer, and took an active part in building the fort at Craney Island, being at that time assistant to Captain Demock. He served principally, however, as captain of mercantile vessels, and had many rough experiences. He was cast away three times on Cat Island, of the West Indies, and was taken off each time by rescuing vessels. On account of ill health he was honorably discharged from the army, and died in 1864, at the age of 50 years. He was a member of Portsmouth Naval Lodge, No. 100, A. F. & A. M.; and Mt. Horeb Chapter, No. 11, R. A. M.

Harman R. Anderson was third in a family of eight children. The others were as follows: Elizabeth, who died young; Walter G., who succumbed to an attack of yellow fever in 1855; George, who also died in early life; Robert H., a well-to-do merchant in the South; Sarah E., a resident of Portsmouth; Joseph P., a prominent business man of Norfolk; and Henry W., deceased.

Mr. Anderson was reared in the cities of Norfolk and Portsmouth, his parents having removed to that vicinity in 1860. In 1880 he went into the dry goods business for himself, in which he enjoyed a fair patronage for many years, and practically retired in 1896. Since then Mr. Anderson has devoted some time and attention to the real estate business, with his office at Portsmouth.

The subject of this sketch was united in



JOHN W. BALLARD.

marriage with Mary V. Wise, who was born near Churchland, in Norfolk County, and who is a daughter of John S. Wise. They have two children: May R., who is at present attending the Woman's College at Richmond, having completed the course in the Portsmouth High School; and Henry Stewart, who is in school at Portsmouth. The family attend the Episcopal Church, of which they are members.

Politically, Mr. Anderson is an ardent Democrat; he is also prominently allied with many fraternal organizations, chief among which are the Masonic and K. of P. lodges. He is a member of Seaboard Lodge, No. 56, A. F. & A. M.; Mt. Horeb Chapter, No. 11, R. A. M.; Grice Commandery, No. 5, K. T.; Royal Arcanum; Heptasophs; and Atlantic Lodge, No. 24, K. of P., in which he has passed through all the chairs. Mr. Anderson has won an enviable reputation among the best business men of the city, and is recognized as the personification of integrity and honor. He is a public-spirited citizen, and is greatly interested in the welfare and advancement of his community.

JOHN W. BALLARD, who is living on his farm of 250 acres, where he carries on an extensive oyster and fish business, is one of the well-known men of Norfolk County. He was born on his present farm near Churchland, July 5, 1872, and is a son of L. R. Ballard.

L. R. Ballard was born in Isle of Wight County, Virginia, in 1833. His death occurred in 1889. He settled in Nansemond County when a boy and later removed to Norfolk County, where he remained the greater part of his life. He was a farmer by occupation. He married Bettie Wells, who was born in North Carolina. She died in 1887. They reared the following offspring: Fannie W., who married a Mr. Dennis; William L., deceased; and John W., the subject of this sketch.

John W. Ballard attended the Churchland Academy, and after finishing school engaged in the merchandise business in Churchland. However, he did not remain long in that line, but turned his attention to farming, and the oyster and fish business. He owns a farm of 250 acres, which is kept in a fine state of cultivation. The oyster business he carries on at Hampton Roads, shipping to New York and other Northern cities. He also supplies the home market. In addition to the oyster and fish business he carries on general truck farming. Mr. Ballard is one of the best-known farmers in the State, and is considered an authority on oyster and fish matters.

In politics the subject of this sketch is a Democrat. Fraternally he is a member of the Masonic Order. Religiously he is a member of the Baptist Church. A portrait of Mr. Ballard accompanies this sketch, being presented on a foregoing page.

RICHARD T. BARNES, master machinist (inside) at the United States Navy Yard at Portsmouth, Norfolk County, Virginia, was born in Portsmouth, and is a son of Joshua N. Barnes, who was also a native of that town. Joshua N. Barnes was a carpenter and contractor by trade, and died some years ago.

Richard T. Barnes, the subject of this sketch, was reared and educated in Portsmouth. He worked on the Norfolk County Ferries, first under Joseph Porter and later under Captain Murdaugh. He remained there until he reached the position of chief engineer, and shortly afterward left Portsmouth and went to Baltimore, where he took charge of the People's Iron Works for a few months. He returned to Portsmouth, where he resumed his duties at the ferries, under Gill & Company, and remained there about one year. He then

entered the Navy Yard, and on October 1, 1893, was appointed master machinist in charge of the engineering department. He succeeded William A. Fairless, having been examined according to civil service. The employees,—inside,—of this department number about 80 men. Mr. Barnes has met with much success since assuming the charge of this department and is highly commended by all for his faithful and conscientious service. He is a fine workman and has succeeded in life solely through his own merit.

Mr. Barnes has several brothers living in Portsmouth and in Baltimore. He has been twice married, his present wife having been Laura King. Wilkie T., a son of Mr. Barnes, is a member of the Virginia Pilots' Association, and lives in Ghent; he has one daughter. Mr. Barnes also has one daughter.

Mr. Barnes is a member of the I. O. O. F., having joined that body over 30 years ago. He is also a member of the Knights of Honor of Portsmouth. He is an Episcopalian, although his wife prefers the Baptist faith. Mr. Barnes resides in a very comfortable home at No. 809 Court street, Portsmouth, Virginia.

S. P. DeMUTH, a well-known contractor and builder of Berkley, Norfolk County, Virginia, was born in Frederick County, Maryland, June 5, 1840. He is a son of Henry and Barbara (Valentine) DeMuth, both natives of Frederick County, Maryland.

Rev. John Valentine, the maternal grandfather of the subject of this sketch, was a noted divine of the Presbyterian Church in Maryland. He was a scholar, well and favorably known. Henry DeMuth, the father of S. P., was a justice of the peace of Frederick County for 10 years. He was well known in that county. He died at the age of 78 years, and his wife died aged 83 years. Eleven children resulted from this union, namely: Joshua, who lives in Iowa; Samuel, deceased; Henry, who lives in Baltimore County, Maryland; Cecelia, the widow of John Stansberry, who lives on the old homestead in Frederick County; Margaret, the wife of Granville Stultz, of Washington County, Pennsylvania; Jeremiah, who lives in Frederick County, Maryland, on the home place; William, Anna and Elizabeth, deceased; an infant, who died unnamed; and Mary A., deceased.

S. P. DeMuth, whose name opens these lines, attended the common schools of Frederick County, Maryland, and after leaving school learned the trade of a carpenter and contractor. Then, at about the age of 15 years, he began to work for himself. He went to Baltimore, Maryland, where he worked for 30 years. He erected many of the substantial buildings now standing in that city and its suburbs, and also erected many government buildings for which he was greatly commended, the workmanship being of the highest order. From Baltimore he went to Ashland, Virginia, where he took charge of a large stock farm, known as the River View Stock Farm, owned by E. H. Wise. He remained at Ashland for four years, and in 1897 removed to Berkley, where he engaged in his present business. He first removed to Berkley, at the solicitation of Mrs. Greenleaf Johnston, for whom he built 21 houses. He is one of the most enterprising business men of Berkley, and stands high in the community. He receives many contracts in Berkley and surrounding towns, and is kept busy all of the time. He is a conscientious, energetic worker, and is deserving of the success which has been his.

Mr. DeMuth was married, November 4, 1860, to Rebecca J. Sutton, a native of Baltimore, and a daughter of Joseph Sutton, deceased, who was a well-known man in Maryland. The Sutton family were of English origin and were early settlers of Maryland.

Mr. DeMuth and his wife have had 11 children, whose names are as follows: Clin-



MICHAEL GLENNAN.

ton; Harry C.; Florence; Clara B.; Claude; Robert E. L.; Emory; Jay G.; Robert E. and Howard, deceased; and one deceased, without name. Clinton married Mary Towson, lives in Ghent, Virginia, and has three children,—Paul, Carl and Reynolds; he is a contractor and architect. Harry C. is a farmer of Ashland, Virginia. Florence, who has taught in one school in Frederick County, Maryland, for 10 years, is a graduate of New Windsor College. Clara B., a graduate of the Baltimore Normal School, is a teacher in Frederick County. Robert E. L. is doing business with his brother, Clinton, under the firm name of DeMuth Brothers, carpenters at Ghent, Virgina. Emory farms with his brother, Harry C., and Jay G. is now taking a course in the Norfolk Business College.

Mr. DeMuth has been a lifelong member of the Presbyterian Church. He belongs to the Junior Order of United American Mechanics.

FRANCIS HART is a ship-fitter who has worked in the United States Navy Yard at Portsmouth for the past 10 years. He is unexcelled in his line of work, and is a leading man in the yard. He was born in Ireland in 1865, where he attended the public schools. He learned his trade in Scotland, serving an apprenticeship of five years. It was at that time that iron began to be used in the construction of ships, and in this branch Mr. Hart learned all the details. Having friends in America, he came to this country, and for two years was located in New Orleans. Finding the climate of Norfolk more agreeable, he located here in 1886, and for a few years worked in small shipyards. He then became identified with the Navy Yard. As before mentioned, he learned the use of iron in the construction of ships in Scotland while working on the "Trafalgar," a four-masted steel sailing ship. He was one of the first men to begin work on the battle-ship "Texas," and was employed on its construction until completed. He also worked on the "Raleigh." He has made a great success of his work, having taken advantatge of every opportunity presented to him to improve his position, and he stands high in the esteem of the officers under whom he works.

In February, 1891, Mr. Hart was united in marriage with Minnie Pethabridge, a native of Berkley, and a daughter of Elmore Pethabridge, and they have four children,—Ellie B.; Mary L.; Elmore J.; and Francis J. Mr. Hart is a member of the Catholic Church. He belongs to the B. P. O. E. He is a well-known citizen of Berkley, and has his home at the corner of Washington and Mulberry streets.

MICHAEL GLENNAN, deceased, whose portrait is shown herewith, was for many years one of the most prominent and influential citizens of Norfolk, Virginia. He was owner and editor of the *Virginian*, which was consolidated with the *Pilot* in 1898, into the *Virginian-Pilot*. The admitted power of the press to mould public opinion was always exerted by him in behalf of the best interests of his city, State and country, and he enjoyed the confidence and affection of the citizens of this community to a marked degree.

Mr. Glennan was born in Dublin, Ireland, and was about four years of age when he came to the United States with his parents, locating in Brooklyn, New York. With his parents he removed to Norfolk, Virginia, and attended the private school of Mr. Hubert, afterward attending the parochial school of Father O'Keefe.

When the Confederate War broke out he enlisted in 1861, becoming an orderly to Gen. W. B. Taliaferro, at the age of 16 years, when he assumed command of a volunteer company at Norfolk, Virginia. He was afterward re-

fused enlistment on account of his youth and lameness. November 26, 1861, he became a private in Company G, 36th Regiment, North Carolina Heavy Artillery, Department of Cape Fear. He participated in all the engagements in the vicinity of Cape Fear, near Wilmington, being among those who captured the Federal vessels at Masonboro Inlet, and the blockade runner "Kate," off Smith Island. He participated in both engagements at Fort Fisher and was captured there. He was imprisoned at Governor's Island, New York, and while thus incarcerated contracted rheumatism from which he never recovered. He was parolled, returned to the service and was at Greensboro at the surrender of Gen. Joseph E. Johnston and his army. After surrender, May 2, 1865, he proceeded to Norfolk. During the service he was promoted to quartermaster sergeant. January 25, 1884, he was elected a member of Pickett-Buchanan Camp, Confederate Veterans, of Norfolk. After the close of the war he engaged in teaching at Portsmouth for two years, beginning with two paid and two charity pupils. He then became employed in the mailing department of the *Daily Argus,* and in 1867 the management of the *Virginian* was tendered to him. In November of the same year Mr. Glennan purchased an interest in the paper, and in 1876 became sole owner by purchasing the remainder of the stock. In 1880 he became editor of the paper, Capt. John S. Tucker retiring. In 1887 he was commissioned postmaster of Norfolk by President Cleveland, turning the editorial chair over to Capt. Henry E. Orr. After the expiration of his term as postmaster he was proffered a second appointment, but refused owing to pressing business engagements. He then resumed his duties as editor of the *Virginian.* His paper inaugurated the Yorktown Celebration, which was held in 1881 and porved so great a success. He was also one of the prime movers in the State Memorial Day services of Virginia. He continued in charge of the *Virginian* until 1898, when it was consolidated with the *Pilot.* He was a very prominent figure in politics and served as chairman of the Democratic Executive Committee, chairman of the State Democratic Committee several times, and as delegate to national conventions. He served as World's Fair Commissioner for the Second District of Virginia. He was at times mentioned for Congressman from this district and in 1889 was urged to accept the nomination for Governor, but declined for business reasons. During his incumbency as postmaster, he gained the lasting favor of the farmers of the county by inaugurating free rural mail delivery.

In 1879 Mr. Glennan was joined in marriage with Mary Kevill, who comes of a very prominent family of this county, being a daughter of Capt. Thomas and Augustine L. (Shield) Kevill. They became parents of five children, as follows: Edward Kevill, born September 28, 1880, who is identified with the *Virginian-Pilot;* Mary Bell, born April 4, 1884; Michael, who was born August 3, 1885; Alma Augustine, born May 18, 1888; and William Shield, born June 15, 1893. Mr. Glennan died March 3, 1899, and his death was mourned by his fellow citizens as a sad loss to the community. He was one of the founders of the Norfolk Public Library and was one of its presidents. He was also a member of the Chamber of Commerce. Both he and his wife were devout members of St. Mary's Roman Catholic Church, Father O'Keefe, pastor. He was a member of all the Catholic societies of Norfolk.

Mr. Glennan was a very charitably disposed man and believed in giving one-half of his net earnings toward the relief of those in destitute circumstances or who had met with misfortune. For many years this continued to be his practice. Many letters of regret came to the family after his death, expressing the feelings of those whom he had befriended.

AMOS B. SLAYMAKER, a successful druggist of Berkley, Norfolk County, Virginia, was born in Rockingham County, Virginia, and is a son of Amos B. and Elizabeth J. (Clarke) Slaymaker, the father a native of Pennsylvania and the mother of Virginia.

Mr. Slaymaker comes of a family which for many years was prominent in the affairs of Pennsylvania. The first one of the family to come to this country was one Mathias Slaymaker. The name was originally spelled Schleiermacher, and was changed at the time Mathias came to America. He came from Strassburg, in Alsace (then in France), and settled in Lancaster County, Pennsylvania, where he bought 1,000 acres of land of the London Company. His title was confirmed by William Penn, and the document and land still continue in possession of the family. He had a brother, Major William, who was in what was known as the "Giant Regiment," of the first king of Prussia, the father of Frederick the Great of Prussia. Another brother was charge d'affaires at the Court of St. James (England) during the reign of Frederick the Great. One of the ancestors of this family established, under the direction of Frederick the Great, the University of Berlin. The descendants of Mathias Slaymaker with one exception remained in Lancaster County, Pennsylvania.

Henry Slaymaker, the great-great-grandfather of Amos B., participated, as captain, in Braddock's expedition in the French and Indian War, and was in the attack on Fort Duquesne when General Braddock was mortally wounded and his army routed. He was also in the Revolutionary War. He had a sister, Isabella Slaymaker, from whom all the clergymen of the Duffield family have descended. Amos Slaymaker, great-grandfather of Amos B., was a delegate to the convention that framed the first constitution of the State of Pennsylvania. He was one of the first congressmen elected from that State, and took an active part in the Revolutionary War. He had a son, Jasper, who was attorney of Lancaster County, Pennsylvania, and also represented that county in the State Legislature. Until his death he was associated in practice with James Buchanan, afterward President of the United States. W. T. Slaymaker, grandfather of the subject of this biography, was an officer in the War of 1812. Amos B. Slaymaker, father of the gentleman whose name heads this sketch, became a dry goods merchant in Alexandria, Virginia, and continued as such for a period of 40 years. His business extended over Northeastern Virginia, and he was a widely-known man. He was a member of the Sixth Regiment, Virginia Cavalry, throughout the Confederate War. He was promoted to the commissary department and was commissioned a captain. Although he saw much hard service, he was never wounded or taken captive. He had a brother, Henry C., who received two wounds, which finally resulted in his death. Amos B. Slaymaker served in the Army of Northern Virginia under command of Gen. J. E. B. Stuart. He was married in 1859, and this union was productive of seven children, all of whom reside in Alexandria, Virginia, and Washington, D. C., except the subject of this sketch. Mr. Slaymaker afterward married Florence Milburn, who now resides in Alexandria.

Amos B. Slaymaker, Jr., after his school days went into the drug business and later graduated from the Pharmaceutical School of Washington, in 1890. He began clerking in a drug store while in college, and remained there eight years. He then removed to Loudoun County, Virginia, where he was engaged in the drug business for two years, and then came to Norfolk in 1891. He followed his profession in Norfolk for a period of 10 years, and then removed to his present position in Berkley from Martin's Pharmacy, of Norfolk. He bought his present store in December, 1901, and has good prospects for a successful business.

Mr. Slaymaker was joined in the bonds of matrimony, November 30, 1899, with Ada L. Fred, a daughter of Burr Fred, of Virginia. He and his wife are church members. He is a member of the Masonic order, and is also a corporal of the Norfolk Light Artillery Blues, a military organization which had its inception February 22, 1828. It is worthy of note that this battery was the first to visit the North after the Confederate War.

THOMAS WININGDER, a highly successful butcher of Berkley, Norfolk County, Virginia, was born in Baltimore, Maryland, December 27, 1829, a son of Lewis and Eliza Winingder. Lewis Winingder was born in 1789, and died in 1845; his wife, who was born in 1784, died in 1868. He was a Catholic, and his wife was a Baptist. Of 10 children born to them, Thomas is the only one surviving.

Thomas Winingder was educated in Baltimore. He embarked in the meat business while in that city. In 1860 he settled in Norfolk, where he was engaged in business for five years, and removed to Berkley in September, 1865. He has followed the butchering business all his life, and has been very successful. He well remembers when the spot on which the Norfolk Market now stands was, about 25 years ago, used for a boat landing. He has often watched the fishermen catching crabs and fish there. Mr. Winingder handles his own slaughtered meat, and no better can be obtained anywhere. He handles only the choicest of meats, and his patrons are served promptly and efficiently.

Mr. Winingder was married in October, 1859, to Fannie Petherbridge, a native of Maryland, and to them was born one child,—Thomas. Thomas, who is engaged in business with his father, married Lizzie Moore, and they have a daughter,—Mildred. The first wife of the subject of this sketch died at the age of 38 years. He married, secondly, two years later, Emma J. Dougherty, a naive of Baltimore, and they had two daughters, namely: Hattie, the wife of E. L. Cunningham, of Newport News; and Frances R. Mrs. Emma Dougherty Winingder died June 3, 1886, and Mr. Winingder formed a third union, wedding Sarah J. Robinson, also a native of Baltimore. She is a member of the Methodist Church.

Mr. Winingder is a member of the Royal Arcanum, and is a trustee of his lodge. He is a stockholder in the People's Bank of Berkley, and owns the eight acres of land on which he resides. He is proud of the fact that he has never spent $25 for physician's bills, and also that he has not drank liquors of any kind. He is a man of exemplary habits, and is a worthy and most highly esteemed citizen.

NORMAN FRISTOE ALLEN, an attorney-at-law of Norfolk County, Virginia, is a member of the firm of Allen & Allen, the senior member being his father, L. B. Allen. He was born in Berkley, Norfolk County, Virginia, January 9, 1878, and is one of ten children born to his parents.

L. B. Allen was born in Norfolk, Virginia, May 8, 1848. He received his education in Columbian College (now University) at Washington, D. C., and was graduated in 1868, with the degree of Bachelor of Arts. He received the degree of Master of Arts from that institution in 1871. He then taught school in Norfolk with William B. Rodman, and was afterward principal of the Boush street school, then known as the First Ward public school. He then studied law with the firm of Scarburg, Duffield & Sharp, and was admitted to the bar in 1871. He formed a partnership with Judge George D. Parker, which existed from 1877 to 1886, after which time he practiced alone until he formed a partnership with his son, in 1901.



JOHN G. DEBAUN.

Norman Fristoe Allen attended private schools in Berkley, and took a course of study in Rev. Robert Gatewood's school for boys, and at Bowling Green Academy in Caroline County, finishing his law course at Richmond College at Richmond, Virginia, in 1900. He spent a year in his father's office and was admitted to the bar by the Supreme Court of Virginia, July 5, 1901. He then began the active practice of law on July 22 of that year, at Berkley, maintaining an office on Berkley avenue. He is in partnership with his father under the firm name of Allen & Allen, a firm which practices in all courts. It is a strong legal combination and stands well among the law firms of the city. Religiously, the subject of this sketch is a member of the Berkley Avenue Baptist Church. He is a Democrat in politics, and takes an active part in political matters.

JOHN G. DEBAUN, whose portrait is herewith shown, is a prosperous farmer, residing four miles south of Berkley, in Norfolk County, Virginia, and comes of a family well known in this section. He was born at Saddle River, Bergen County, New Jersey, January 2, 1850, and is a son of Garrett Duryea and Elizabeth (Young) DeBaun.

On his mother's side Mr. DeBaun can trace his descent from Hendrick Young, who emigrated from Germany to this country with his parents at six years of age, and was bound out to service until he was 21 years old to pay for his passage to America.

Jacob Young, son of Hendrick Young, was born March 18, 1763. On the 1st of May, 1791, he married Anna Christie, who was a daughter of John and Elizabeth (Cooper) Christie, and was born April 6, 1773. Her father served in the Revolutionary War as a post rider, carrying dispatches. Jacob Young died February 6, 1833, aged 74 years, 10 months and 20 days. The following were the children born to Jacob Young and Anna Christie, his wife: Hendrick, Elizabeth, James, Hannah, Jacob, Ann and John.

James Young, third child of Jacob Young, was born November 5, 1797, near Ramsey's, Bergen County, New Jersey, and was married on Saturday, February 9, 1822 to Anna Pulis, who was born Tuesday, October 20, 1807, and a granddaughter, on her mother's side of Abraham and Dorcas (Dunn) Ackerson. James Young was among the best educated, a great advocate of temperance, and not one of his descendants to this day are intemperate. He was a pillar of his church and choir master for many years. The old homestead that has been held by the Youngs for many generations is still in the hands of the family. James Young had his arm amputated July 27, 1859, and died from the results of the operation on May 15, 1861. The following named children constituted the family of James and Anna (Pulis) Young: Anna, born February 3, 1822, married to William G. DeBaun October 2, 1847, died May 8, 1856; Jacob Pulis, born May 24, 1826, married to Ellen Maria Ackerman February 12, 1843; Mary, born August 29, 1827, died May 3, 1837, with scarlet fever; Elizabeth, born Sunday, February 15, 1829, married to Garrett Durvea DeBaun on Monday, January 1, 1849; Hannah, born Friday, September 21, 1832, died June 9, 1837, with scarlet fever; Maria (Mary), born November 14, 1838, married October 6, 1855, to Nicholas Hopper Ackerman; Harriet, born August 14, 1842, married to John J. Hopper, April 10, 1859; Elizabeth Young, the fourth child, is the mother of John G. DeBaun, the subject of this sketch.

In regard to the descent of John G. DeBaun on his father's side, we have the following: The DeBauns were originally French, but during the religious persecution directed against the Huguenots, they fled to Holland, thence to America. Yonk DeBaun, the first one that came to this country, came here in 1686 with his family, in which there were four

children, two sons and two daughters.—Mattie, Jacobus, Coral and Christina. Jacobus, the second child, married Anneke Van Ressaler, January 12, 1709; she was a near relative of King William II, of England, and stadtholder of the Netherlands, and came to this country and settled in New Amsterdam.

Coral DeBaun, the third child of Yonk DeBaun, married Annytie Haring, and they had eleven children.

Jacob DeBaun, the fifth child of Coral and Annytie (Haring) DeBaun, was born October 3, 1728, and died November 19, 1811. He married Rachel Cole, and they had a family of nine children.

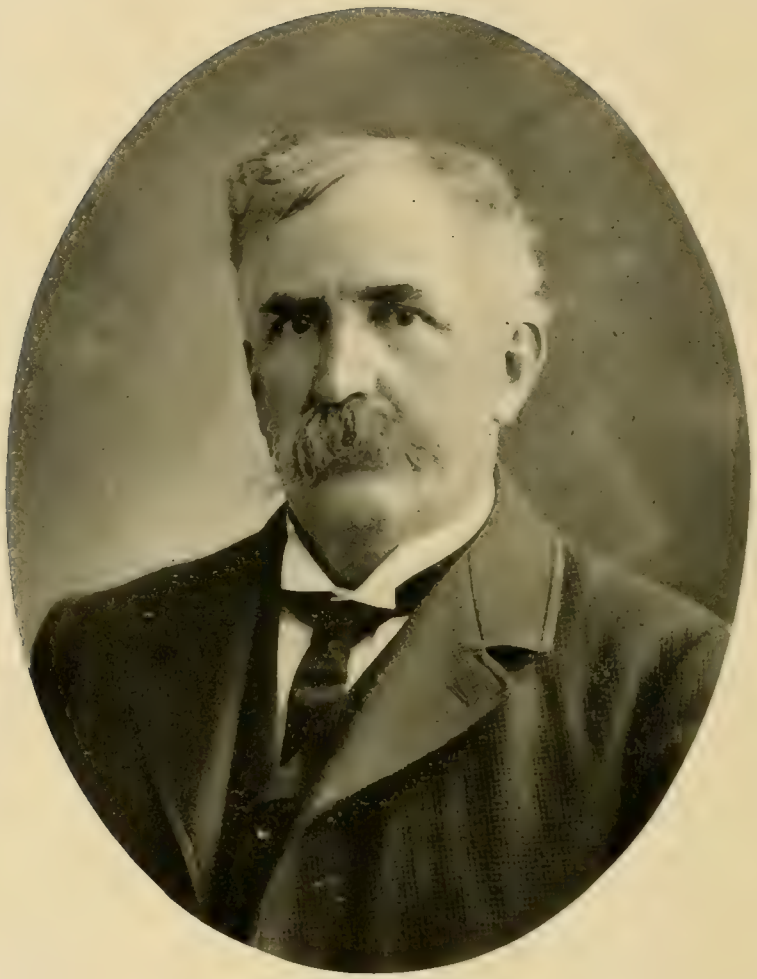
Petrus DeBaun, the third child of Jacob and Rachel (Cole) DeBaun, was born July 15, 1759, and married Jacamynte Westervelt. They had six children, namely: Rachel, married to Henry Wannamaker; Johanus P., married to Polly Mary Storms; Magdalena, married to Koon Wannamaker; Maria Polly, married to Joseph Rider; Jacob, married to Miss Acker.

Johanus P. DeBaun, second child of Petrus and Jacamynte (Westervelt) DeBaun, born August 4, 1784, married Molly Mary Storms, who was born February 3, 1790, the marriage occurring December 7, 1807. Their children were the following: Jemima, born March 9, 1807, married to Jeremiah Ryker in 1829; Catherine, born November 6, 1809, married to David Ackerson; Rachel, born August 22, 1811, married to James Wilson in 1831; John, born September 2, 1813, married Letty Folly in 1834; Peter, born October 15, 1815, married Theodosia Odell; Abraham, born November 6, 1817, married Sarah Morse; Margaret, born September 7, 1819, died May 25, 1820; Jacob, born February 17, 1822, married Maria Ackerman; Margaret (2) and Joseph, born April 19, 1824, twins; Garrett Duryea, born October 17, 1826, the father of our subject, John G. DeBaun; William G., born September 19, 1828, married Anna Young; and Isaac, born August 15, 1833. Johanus P. DeBaun, his wife, father and mother, and grandparents, are buried in the cemetery of the Dutch Reformed Church at Saddle River, Bergen County, New Jersey. This cemetery has been the final resting place of the DeBaun family for many, many years.

Garrett Duryea DeBaun, the eleventh child of Johanus P. DeBaun and his wife, Molly Mary Storms, was born in New Jersey October 17, 1826, and has always followed farming. He removed to Norfolk County, Virginia, in March, 1869, and located near Providence Church, where he purchased a farm. He resided there until he moved to Princess Anne County, where he now lives. While residing in New Jersey he was joined in marriage with Elizabeth Young, who was born in New Jersey in 1829, and they reared the following offspring: John G., subject of this biographical record; Hattie; James Y., a record of whose life appears elsewhere in this work; Theodosia; Peter; and Jacob.

John G. DeBaun was educated in New Jersey and attended Mountain Institute (in Rockland County, New York). He took to agricultural pursuits at an early age and lived with his father until 1876, the date of his marriage. He owns some 300 acres of land and carries on general farming, raising some stock. In 1900 he erected a modern 10-room house of two stories, and has a very comfortable as well as attractive home. The DeBaun family own about 1,000 acres of land in Washington district, Norfolk County, Virginia, and is a very prominent family.

On January 5, 1876, John G. DeBaun married Maria Wright at the home of Mathew Hare, in Oaklette, Norfolk County, Virginia. She had lived with the Hare family since the death of her mother in 1859. In 1866 they moved to Norfolk County from Ogdensburg, New York. She was a daughter of James Wright and Emma Basford, his wife, who were married in 1848 near Ingersoll, Canada. By this marirage were the following children: John; Sarah; Adline; Maria (Mrs. DeBaun), born August 6, 1854; Samuel and Edward.



DR. THOMAS JUDSON WRIGHT.

Mrs. Maria (Wright) DeBaun is a granddaughter of Emma Glenner, who was born at Baughterbey Hall, Cheshire, England, and came to this country about 1843, and died in the Province of Quebec soon after. Mrs. DeBaun's grandfather Basford died in Ingersoll, Canada, and his parents died in Bartomsly, Cheshire, England, and are buried in a vault there. Her father, James Wright, was born in England and came to this country with his sister, Mrs. John Carr, and her husband. Mrs. Carr died very young, leaving two children, both of whom are dead. To the union of John G. and Maria (Wright) DeBaun were born these children: Garetta M., who married Frank Curlin; Maria; and Theodosia. The family are members of Providence Christian Church. Mr. DeBaun is a Democrat and a prominent member of the Grange.

JAMES T. CASTEEN, a rising young business man of Norfolk, Virginia, who is in the employ of the Old Dominion Steamship Company, was born October 4, 1873, and is a son of John T. and Alberta (Gray) Casteen. His parents were natives of Virginia.

James T. Casteen was a pupil in public and private schools at Portsmouth. September 7, 1888, he secured a position with the Chesapeake & Ohio Railway Company at its terminus in Portsmouth. He worked as office boy, and later for C. P. Brownley, agent of the same company. In July, 1890, he secured a position as clerk in the office of that company's superintendent of floating property at Newport News, under the supervision of W. N. Cooksey. This position was previously filled by C. St. John Howard, who at present is purser on the steamer "Virginia," which plies between Norfolk and Newport News.

Mr. Casteen continued his work with the Chesapeake & Ohio Railway Company until January, 1891, when he entered the employ of the Freidlin wholesale grocery house in Portsmouth, Virginia, where he remained until May, 1891. He then accepted a position with E. C. Brooks & Company, general commission and produce merchants, located at Portsmouth. He remained in their employ until the fall of 1891, at which time he accepted a position with the Chesapeake & Ohio Railway Company and the Old Dominion Steamship Company, working under C. P. Brownley. Later Mr. Casteen was transferred to the general offices at the corner of Church and Water streets in Norfolk. He is now filling the position of O. S. and D. clerk. Mr. Casteen is one of the brightest and most progressive young men of the city, and is possessed of untiring energy and zeal. He readily gains the confidence of those who employ him, and his future career seems very promising.

He was married May 17, 1899, to a daughter of John W. Rutter. Mr. Rutter and his wife, Esther Parker Rutter, are natives of North Carolina. Mr. Casteen and his wife have one child,—John T. Mrs. Casteen is a member of the South Street Baptist Church.

DR. THOMAS JUDSON WRIGHT, a prominent physician of Churchland, Norfolk County, Virginia, whose portrait accompanies this sketch, was born in Nansemond County, Virginia, September 26, 1845. He is a son of W. J. and Martha (Smelley) Wright.

W. J. Wright, the father of our subject, was born in Nansemond County, March 8, 1819, and departed this life in 1874. He was a prominent and wealthy citizen of that county all his life. He married Martha Smelley, who was born in Virginia in 1821. They reared five children, namely: Joseph S., deceased, who was a member of the Signal Corps, C. S. Army; John H., a captain in Col. William H. Stewart's regiment, the 61st Regiment, Virginia Infantry; William S., deceased, who was

adjutant of the 61st Regiment, Virginia Infantry; J. Edwin, deceased, a member of the Signal Corps, C. S. Army; and Thomas Judson.

Thomas Judson Wright, whose name opens these lines, attended the Yate's school at Belleville, and later Columbian University, at Washington, D. C., from which he was graduated in 1870, receiving the degrees of A. B. and M. D. He then attended the medical department of the University of New York and, after graduating in the class of 1871, located at Edenton, North Carolina, where he practiced in partnership with Dr. W. R. Capehart, until 1874.

After taking a post-graduate course in New York, he took up the practice of his profession in 1875 in Churchland. He is a splendid physician, with a thorough knowledge of his profession, and his reputation has been established in Norfolk County. He enjoys a large practice and stands high in his profession.

Dr. Wright was married, January 10, 1881, to Mary E. Johnson, of Petersburg, Virginia, who was born March 30, 1852. They have two children namely: Thomas Judson, Jr.; and Anna S. Dr. Wright is a member of the Seaboard Medical Association, and the Norfolk Medical Society. He is a member of the Knights of Pythias. Religiously he is a Baptist, being a deacon in the church.

DR. BENJAMIN MAY BAKER resides at No. 177 Freemason street, and his office is at No. 61 Granby street, Norfolk, Virginia.

Dr. Baker was born August 8, 1865, at Petersburg, Virginia. His boyhood was spent in that city during the weary and burdensome period known as "reconstruction times."

After a brief preliminary schooling the subject of this sketch was sent to the University of Virginia. He then attended the Columbia Medical College, where he graduated in 1889. Soon after obtaining his medical diploma he came to Norfolk, where he began the practice of medicine, in which he is still engaged.

In the spring of 1894 Dr. Baker made a trip to New York City, where he was united in marriage to Theodosia Burr Potts, of that city. They have three children,—Richard Henry, Helen May and Benjamin May, Jr.

RICHARD M. PHELPS, a well-known civil engineer of Berkley, Norfolk County, Virginia, was born in Washington County, North Carolina, July 31, 1871. He is a son of Horace F. and Melissa E. (Snell) Phelps, both of whom were natives of North Carolina.

Horace F. Phelps was a civil engineer, and did much surveying in his county. He also taught school for a number of years, being both a public and private tutor. He was well and favorably known in his section of the State. His death occurred in 1895, at the age of 65 years. He was a member of the Episcopal Church. His wife, a devout member of the Methodist Church, is still living, aged 56 years. Both were descended from old families of North Carolina. Three children were born to Horace F. Phelps and his wife, namely: Richard M., the subject of this sketch; Pegram L., of Berkley; and Lula, who lives in North Carolina.

Richard M. Phelps was educated principally at the Creswell Academy, where he took a special course in civil engineering. He also gained much of his knowledge of that profession from his father. He made his home in Washington County until 1894, when he removed to Edenton, North Carolina, where he opened an office, and worked for some time. In 1896 he removed to Norfolk, and has been in business for himself since that time. He left Norfolk to settle in Berkley, and from

1897 until 1901 was construction engineer for the Berkley Street Railway Company. Since that time he has been the official engineer of the town, and has done much general work in civil engineering. He has established a good reputation as a civil engineer of much ability, and is well known in Norfolk County.

On May 23, 1893, Mr. Phelps was united in marriage with Edna Phelps, a native of North Carolina. They bore no relationship to each other, although the family names were identical. Mrs. Phelps was a daughter of Hardy Phelps, and for many years was a teacher. She taught school, both in public and private institutions in North Carolina, for six years. She died in 1897, in her 27th year, leaving one child,—Richard M.,—who is named for his father. Mr. Phelps formed a second marriage, wedding Alma Shell, of Richmond, Virginia, November 22, 1899. She is a daughter of L. R. and Ada Shell, and has one daughter,—Alma May.

Mr. Phelps has met with much success in his profession, and has made for himself a host of warm friends, who admire him for his many good traits of character. He and his wife attend the Episcopal Church.

CAPT. ELLSBERRY V. WHITE, now connected with important commercial and financial interests of Norfolk, Virginia, is well known throughout the South through his association as engineer with the famous ironclad ram, C. S. S. "Virginia," whose brief service in Hampton Roads attracted the attention of the civilized world. He is a native of Georgia, and was born in Wilkinson County in 1839. When he was a child his parents moved to Macon, where he was schooled and apprenticed to a machinist, in which line he worked for several years, and fitted himself unwittingly for his future distinguished service.

In 1856 the family removed to Columbus, Georgia, when he became a member of the City Light Guards, commanded by Capt. Peyton H. Colquitt, a brother of the late Senator A. H. Colquitt. After the secession of Georgia this company was mustered into service as a part of the Second Georgia Battalion, and was the first Georgia command to enter Virginia, reaching Norfolk two days after the evacuation by the Federals and the destruction of the Navy Yard. After his arrival Captain White witnessed the expiring flames of the burning of that magnificent old ship, the "Merrimac," once the pride of the navy and the object of admiration in foreign ports, whose sunken hull was to be raised and made the foundation of the irresistible floating battery, known as the "Virginia." Sergeant White, for such was his rank at that time, applied subsequently for admission to the Confederate States Navy, and was accepted and commissioned as an officer of the Engineer Corps, January 19, 1862. He was among the first men assigned to the "Virginia," and remained with her until her destruction. His office required him to do duty on the gun-deck during engagements, which gave him an opportunity to observe closely the operations of the day. The thrilling history of this famous old battery has been often told by Captain White upon the lecture platform, where he has appeared many times for the benefit of charitable enterprises and on behalf of Confederate Veteran associations. On Pages 86-92, inclusive, of this book may be found a history of the battle-ship "Merrimac"-"Virginia," written by Captain White.

In the encounter between the "Monitor" and the "Virginia," March 9, 1862, the honors of shot and shell were well balanced, and if the "Virginia" had not on the previous day lost her ram in the sides of the "Cumberland," the moment when she succeeded in sinking that famous old frigate, Ericsson's invention would probably have seen its last day afloat; as it was, the "Monitor" drew away after that shock and sought shallow water where the

"Virginia" could not follow, and, though often thereafter given an opportunity to meet the "Virginia," never again offered to accept battle with her. Captain White remained on his vessel, whose very presence effectually guarded the James River from the Federal fleet, until the evacuation of Norfolk in 1862, when, despite the entreaties of her officers and men for permission to attack some Northern port, she was ordered abandoned, and it became necessary to destroy the historic vessel, which was accomplished by her own men on May 12, 1862, near Craney Island. Captain White afterward joined the crew in the defense of the James River at Drewry's Bluff, where they again encountered the "Monitor" where the rest of the Federal fleet, and defeated the attempted landing of troops. Subsequently he was assigned to the gunboat "Baltic," and participated in several minor actions about Mobile Bay, assisting the "Florida" when she ran the blockade under command of Captain Moffat, with a fever-stricken crew. He then resigned from the navy, and returned to Columbus, Georgia, where he invented and put into operation machinery with which nearly all the buttons and buckles used in the army were subsequently manufactured. Becoming a member of the Georgia Reserves, he served with them when called to Atlanta under General Hood, in the important battles of June 20, 21 and 22, 1864. After the fall of Atlanta he was ordered to return to Columbus, where he encountered the Federal forces of General Wilson, and was compelled to surrender. Thus ended a military record of which he might justly be proud.

After these events Captain White resided at Portsmouth, and then, making his home in Baltimore, was occupied for over two years as a traveling salesman. By industrious persistence he accumulated a small capital, which enabled him to embark in business as a partner of his father-in-law, Nathan Forbes, at Norfolk. Subsequently he established an independent business under the title of E. V. White & Company. Captain White is a man whose ability is recognized, and he has been called to fill some important and responsible positions. In political life he has often sat as a delegate in State and national conventions. For many years he served as commander of the Norfolk militia; at the occasion of the noted Mexican Parade at Norfolk, the largest ever seen in the city, his services were in demand as grand marshal of the day.

His religious affiliations are with the Methodist Episcopal Church, South, and he has represented that denomination in State and general conferences many times. He was chief promoter of the Park View Methodist Episcopal Church, South, at Portsmouth, which was dedicated in 1894 by Rev. Sam Jones.

He is officially connected with various business enterprises of the city and county, being president of the Tidewater Insurance Company of Norfolk and one of the founders of the Norfolk National Bank. Under him was introduced one of the largest branches of any business known in Norfolk,—railroad, steamboat and manufacturers' supplies,—which started in 1868 with only about $2,000 invested. Now, with the many houses in Norfolk, the investment has grown to possibly more than three-fourths of a million dollars.

WILLIAM H. WHITE, formerly United States district attorney for the Eastern District of Virginia, is a member of the firm of White, Tunstall & Thom, an association of legal talent which has attracted attention throughout the State and enjoys a large clientage, both individual and corporate. Mr. White was born in Norfolk County, April 16, 1847, and is a son of Dr. William White.

Dr. William White was also a native of Norfolk County, and became a prominent



WILLIAM V H. WILLIAMS.

member of the medical profession. He was also a power in public affairs and represented the county of Norfolk in the Virginia Convention of 1861, strongly advocating the Union, but when the convention voted in favor of secession he was among the first to tender his services to the Governor of the State, and became a Confederate soldier. He received a commission as major of the 14th Regiment, Virginia Infantry, and ultimately became its commander. His regiment formed a part of Armistead's Brigade of Pickett's Division, and he participated in all the engagements of that famous division, receiving many serious wounds in the famous charge at Gettysburg. He fought with great gallantry and bravery, and although they went down in defeat, the division of which he is a member will live forever in the hearts and minds of true Southerners. The Doctor never entirely recovered from wounds received in battle, and they were the cause of his death in 1896.

William H. White received a partial education at the Virginia Military Institute at Lexington, and completed it at the University of Virginia. He entered upon the practice of law at Portsmouth, Virginia, in April, 1868, and was subsequently made Commonwealth's attorney for Norfolk County. He removed to the city of Norfolk in 1870, and for several years was Commonwealth's attorney for that city. In 1873 he formed a partnership with Judge T. S. Garnett, under the firm name of White & Garnett, which existed until 1896, when the subject of this sketch was appointed United States district attorney for the Eastern District of Virginia by President Cleveland, the appointment being confirmed by the Senate in January, 1897. He resigned from that office in December, 1898, and on January 1, 1899, became a member of the firm of White, Tunstall & Thom, a firm enjoying one of the largest practices in Virginia. Mr. White is also connected with many business enterprises of the city, being vice-president and general counsel of the Norfolk Gas Company, a director of the Norfolk National Bank, and director of the Norfolk Bank for Savings & Trusts. For many years he was a member of the State Board of Visitors of the Virginia Military Institute at Lexington, Virginia.

Politically Mr. White has always been a sturdy supporter of Democratic principles, but has never sought or accepted political offices other than those connected with his profession. He is a lawyer first and always, possessing a sound, discriminating mind, a profound knowledge of legal principles, and as an advocate is earnest and eloquent. He is conservative in speech and of courteous nature, but withal is a pleasing conversationalist and loves intellectual intercourse with his friends.

WILLIAM V. H. WILLIAMS, deceased, whose portrait is herewith shown, was a prominent citizen of Portsmouth, Virginia. He was the youngest son of John Williams and Paulina Luke Herbert, and was born in Portsmouth April 12, 1846.

Mr. Williams was descended from some of the oldest families in Virginia. His paternal ancestors first settled on the Eastern Shore. His great-grandfather, Samuel Williams, born in 1725, and Sarah Haggoman, his wife, moved to Mathews County, Virginia, before the Revolution, and were patriotic American sympathizers. Thomas Williams, their third son, born in 1762, married Mary L. Billups and they had eight children, all noted for their strict integrity and high moral character. Their longevity was remarkable—all lived to be over 80, except the heartiest and strongest, who was drowned at 75 years. John, second son of Thomas Williams, and father of William V. H., was born June 18, 1807; he married Pauline Luke Herbert, daughter of Peter Herbert and Elizabeth Granberry Luke, on January 27, 1835.

Isaac Luke, one of the maternal ancestors, was in his day one of the best known and most prominent citizens of Portsmouth, a large landowner and a wealthy man. He was a member and vestryman of Trinity Protestant Episcopal Church, but after hearing George Williams, an English divine, preach on Methodism, he entertained him at his home on Court street and became the first class-leader of the Methodist Episcopal Church south of the Potomac River. He and his wife are buried in Trinity Protestant Episcopal Churchyard, and his wife's tombstone is now ensconced on the south end of the east wall in the church. This tombstone, which was brought from England, was originally fastened on the wall in the churchyard with copper bolts; but during the war betwen the States the Federal soldiers wrenched it from its place for the sake of the copper bolts, which they sold as old copper. The stone was broken and lay upon the ground until after the war, when the pieces were cemented together. In 1804, when the present church was remodeled, the rector, Rev. J. B. Funston, had it carefully reset in the church wall, where it now rests.

Through the Herberts, the subject of this sketch is descended from the nobility of England. The Herbert family in America was established by three brothers, who came from England and settled in St. Bride's Parish on a neck of land between Norfolk and Portsmouth, once called Ferry Point, for a short time Herbertsville, and now known as Berkley. The Herberts were well-to-do people, and were very proud of their birth and position. Mr. Williams' great-great-grandfather, William Herbert, was descended through Fitzhugh Herbert, from Lord Herbert. William Herbert, born in 1718, married Janet Causon, and had 12 children, but we have records of the families of only four of them. Reuben, the oldest, born in 1743, married Betty Sparrow in 1765. Martha, the third child, married Mr. Odean. Janet, the sixth child, married Mr. Moore. William, the seventh child, had a grandson living near New Orleans in 1868. Reuben Herbert and Betty, his wife, had 10 children. Those who married were Martha, the eldest, who married Thomas Tatem in 1786; Peter, the second child, born September 9, 1769, who married Peggy Sparrow, died December 1, 1792, and after her death married Elizabeth Granberry Luke, April 30, 1816, and died suddenly of apoplexy on Sunday, December 6, 1829; Joseph, the third child, who married Sarah Reynolds; Frances, the fourth child, who married Sheldon Toomer, in 1793; Mary, the fifth child, who married James Lewelling; and Reuben, the eighth child, who married Ann V. Luke.

Peter and Elizabeth (Luke) Herbert were the parents of Pauline Luke Herbert, who married John Williams, and was the mother of William V. H. Williams. John Williams and his wife had five children: Mary Elizabeth, Thomas Herbert, Lucy Jane, John Herbert and William V. Herbert.

William V. H. Williams was educated at the Virginia Collegiate Institute, at that time the principal institution of learning in this section. Though too young to enter the Confederate Army, a fact which he always regretted, he was a zealous, patriotic worker in the cause. His family, however, were well represented in the Southern Army, his two brothers, John Herbert Williams and Thomas Herbert Williams, enlisted early and stayed to the finish. His uncle, John Luke Herbert, was wounded at Malvern Hill July 1, 1862, and honorably discharged, but enlisted again in the Engineer Corps. Lieut.-Col. G. G. Luke, a cousin, led the brigade at the capture of Plymouth, North Carolina, and was severely wounded at Drewry's Bluff; but he was again with the brigade around Petersburg, and was captured at Five Forks.

After the war Mr. Williams engaged in several lines of business and at the age of 19 had a large school in Hampton, Virginia, where he taught for several years. He returned to Portsmouth and for about two years as-

sisted Capt. C. T. Phillips in his school, but afterward established a school on North street, between Court and Middle streets, in the old homestead of his grandfather, Peter Herbert. This school was largely patronized, and was always a great pleasure to him. He continued to conduct it until 1874, when he was elected secretary and treasurer of the Portsmouth Insurance Company. It was the only home company in this section owned and managed by home (Portsmouth) people. Its building was on High street, where the new Merchants' & Farmers' Bank now stands. During his management of the business, through his ability and integrity, its success and prosperity were remarkable. At his death no one satisfactory to the company could be secured to take his place, so the company, which had been incorporated in 1852, was sold, the entire assets, liabilities, business and charter of the company. The stockholders received nearly four dollars for one, or, in exact figures, $3.90 net for every dollar invested. During the 24 years he was connected with the company he did not lose a day on account of sickness until the illness which resulted in his death, July 14, 1898.

For years Mr. Williams was the intimate friend and business companion of O. V. Smith, and these two together took an active part in the advancement of the city's interest, which very naturally developed her advantages. At the time of his death, he was actively connected with the following organizations: Secretary and treasurer of the Portsmouth Insurance Company; director of the Bank of Portsmouth; director of the Portsmouth Company; secretary of the Portsmouth Land Improvement & Promotion Company; a member of the Board of Trade; trustee and director of the Y. M. C. A., of which he had also served as president; a steward and trustee of Monumental Methodist Episcopal Church, South, and at the time of his election was the youngest man to fill that office; a director of the Portsmouth & Norfolk County Building & Loan Association; past master of Seaboard Masonic Lodge, No. 56, A. F. & A. M.; a member of Portsmouth Council, No. 227, Royal Arcanum; treasurer of the Confederate Monumental Association from 1880 until the completion of the Confederate Monument; and had served on the School Board, and in the City Council.

On February 21, 1882, Mr. Williams married Sallie E. Kearns, of New Orleans, Louisiana, daughter of Lawrence Lamb and Anna (Devereaux) Kearns. They had four children: Pauline K., Lawrence, Cecile and W. V. H.

Mr. Williams was loved and respected by all who knew him, but it was in his home, among his family, that his generous heart and gentle nature were seen at their best. His presence shed sunshine and happiness wherever he went. He was one of the most charitable men of the city. With a generous disposition and a lavish hand, he aided the poor and helped the needy. He gave systematically—creed ar nationality made no difference to him. Besides contributing nobly to his own church—Monumental Methodist Episcopal, South—he gave liberally to others of the city, and made it a point to give regularly one-tenth of his income to charity.

No man could be more sorely missed from the business and social life of the city than Mr. Williams. His charitable acts will live in the memory of his intimates who chanced to know of them. The influence of his sound business sense will live after him, and his thousand good qualities will not soon be forgotten.

CAPT. WILLIAM W. OLD, a prominent attorney of Norfolk, was born in Princess Anne County, Virginia, November 17, 1840, and is a son of Jonathan Whitehead Old, and a lineal descendant of Edward Old, who settled in Lower Norfolk County, Virginia, early in

the seventeenth century. During the Indian wars previous to the Revolution, and in that struggle itself, members of his family gallantly served the Commonwealth. Thomas Old, of that period, and his kinsman, James Tooley, were members of the Committee of Safety in Princess Anne County during the War of Independence. Captain Old's mother, Elizabeth Anne (Whitehurst) Old, connects him with another old and honorable family of Virginia. Her father, Colonel William Whitehurst, was for many years the presiding justice of Princess Anne County by commission from the Governor.

Captain Old studied in his youth at the Norfolk Academy, then under the superintendence of John B. Strange, who afterward lost his life at Sharpsburg, as a colonel in the Confederate service. In 1855, on account of a yellow fever epidemic, Colonel Strange left Norfolk and established the Albemarle Military Institute, where young Old studied three years. In October, 1858, after a few months at the Broun & Tebbs school in Albemarle County, he entered the University of Virginia, where he was graduated with the degree of M. A., July 4, 1861. Already the war had begun, and the "University Volunteers" had been organized at the university, in which he held the rank of junior second lieutenant.

On the day of graduation they were mustered into the Confederate service and assigned to Wise's Brigade, then operating in West Virginia, where the company was on duty until disbanded the following December by order of the Secretary of War. Captain Old, determined to remain in the service, acted for a short time as volunteer aide upon the staff of General Wise, and then enlisted as a private in the 14th Regiment, Virginia Infantry, commanded by Col. James Gregory Hodges. He was wounded in the second day's fight at Seven Pines, June 1st, and in August following was commissioned captain and assistant quartermaster and assigned to Battery No. 9 of the Richmond defenses, under command of Col. James Howard. He served there until May, 1863, when he was ordered to Jackson's old division, then commanded by Maj.-Gen. Edward Johnson, and placed in charge of the commissary train during the Pennsylvania campaign. In December, 1863, he resigned that position to become aide-de-camp upon the staff of General Johnson. On May 12, 1864, during the fighting at Spottsylvania Court House, he was engaged in carrying a message to Gen. C. A. Evans, when General Johnson and many of his troops were captured. He was subsequently assigned to the staff of Lieut.-Gen. Richard S. Ewell, and on June 12, 1864, to the staff of Gen. Jubal A. Early, with whom he served through the Maryland campaign and the movement on Washington in that year. In August of the same year his old commander, General Johnson, having been exchanged, ordered to the Western Army, then under General Hood, and assigned to command the division of Patton Anderson, Captain Old rejoined his staff, and served in the West until October 31st, when he was severely wounded at Florence, Alabama, and incapacitated for duty during the remainder of the war. On being paroled after the capitulation of Gen. Joseph E. Johnston, he returned home and was engaged in teaching school and farming until civil affairs were well settled.

In February, 1868, he was admitted to the bar, and began the practice of law at Norfolk, where he has since resided, and has been successful in his profession as a member of the firm of Walke & Old, until that firm was dissolved by the death of Mr. Walke. Since then he has been a member of the firm of William W. Old & Son. He is a member of the Protestant Episcopal Church in Norfolk, has for several years been delegate to the council of his diocese and chancellor of the diocese of Southern Virginia, and was delegate to the general convention at New York in 1889; Baltimore, in 1892; Minneapolis, in 1895; Washington, in 1898; and San Francisco, in



DANIEL V. GASKINS.

1901. In 1870 he was married to Alice Herbert, daughter of Edward H. Herbert, one of the most influential men of Princess Anne County. Mr. and Mrs. Old have six children, viz.: Dr. Herbert, a physician of Norfolk; William W., Jr., an attorney and a partner of his father; Anne, wife of Charles Webster, a lieutenant in the United States Navy; Dr. Edward H. N., a graduate of the University of Virginia, who is located in New York City; Margaret Nash; and Ellen Alice.

HON. EDWARD SPALDING was judge of the County Court of Norfolk County for six years ending December 31, 1885. He has been engaged in the general practice of his profession in Norfolk since the latter part of 1869, and has a lucrative practice.

Judge Spalding was born in Kennebec County, Maine, in 1842, and was educated at the academy in Waterville, Maine. After graduating from this institution he secured a position in the Treasury Department at Washington, D. C., and while there read law. He graduated from the Columbian Law School in 1869 with the degree of Bachelor of Laws, and was admitted to the bar in Washington in the fall of that year. Then he came to Norfolk, where he has since resided. He has always been regarded as one of the successful practitioners at the bar of Norfolk, and has a large general practice. Although a strong supporter of the Republican party, since the expiration of his term on the bench he has never accepted office. He has always been found on the right side of measures intended for the benefit of the community in which he resides, whose interests he has ever had at heart. He has been active in supporting various enterprises and is a large owner of real estate and a director in a number of land companies.

Judge Spalding is married and is a member of the First Presbyterian Church.

DANIEL V. GASKINS, funeral director, with place of business at No. 610 Middle street, Portsmouth, Norfolk County, Virginia, was born in Portsmouth. He is a son of Daniel Gaskins and Julia A. V. Hatton (*nee* Dyes), his wife.

Our subject's maternal great-grandfather Peter Dyes, was a captain in the Revolutionary War. He was a farmer by occupation and established a home on the Southern Branch of the Elizabeth River, one mile from Gilmerton, which is still in the possession of the family. The Dyes family were influential in assisting in the growth and development of the county. Nathaniel Dyes, the grandfather of our subject, who was also a farmer, married Mary Ann Copeland Clark, a member of the Llewellyn family of the Eastern Shore of Virginia.

Daniel Gaskins, the father of the subject of this sketch, was born in Nansemond County, Virginia, October 5, 1820. His wife, Julia A. V. Hatton (*nee* Dynes) was born November 6, 1820, in Norfolk County, on the homestead founded by her grandfather, Peter Dyes. Daniel Gaskins was an undertaker and cabinet maker, following his trade until his death, which occurred March 18, 1864. He was well and favorably known in Portsmouth, where he spent the greater part of his life. He was a member of the Methodist Episcopal Church. His wife is still living, aged 81 years. Of eight children born to this couple, but two survive, Georgia A., the wife of B. F. Vaughan; and Daniel V., the subject of this sketch.

Daniel V. Gaskins was educated in the common schools of Portsmouth, and after leaving school engaged in the undertaking business, succeeding his father. He married, November 15, 1869, Elizabeth Sargent Sirian, a daughter of George and Elenor E. Sirian.

George Sirian was a Grecian by birth, and his parents were massacred by the Turks. When a boy of nine years, at the time of the massacre, he swam from an island to a United States man-of-war. He was taken on board

and brought to this country by Mr. Randolph, of Richmond, Virginia. For 40 years he was gunner in the United States Navy. He became a gunner under George Marshall, U. S. Navy, who afterward became his father-in-law. Mrs. Elenor E. Sirian is still living, active and vigorous, at the age of 82 years.

Our subject and his wife have two children, whose names are: Elizabeth S.; and Margaret A. Mr. Gaskins is a member of the Methodist Church, while his wife is a member of the Catholic Church.

Mr. Gaskins is a member of the following fraternal associations: Portsmouth Naval Lodge, No. 100, A. F. & A. M.; Atlantic Lodge, No. 24, K. of P.; Grice Lodge, No. 83, I. O. O. F.; Montauk Tribe, No. 55, I. O. R. M.; Peabody Council, No. 106, Jr. O. U. A. M.; Old Dominion Council, No. 293, I. O. H.; Magnolia Camp, No. 4, W. O. W.; Ocean Council, No. 1063, Royal Arcanum; and Friendship Council, Seven Wise Men, of Norfolk, Virginia.

Mr. Gaskins is a genial and courteous gentleman, well and favorably known as one of the leading business men of the city. His portrait accompanies this sketch, being presented on a foregoing page.

MAJ. RICHARD G. BANKS, United States collector of the port of Norfolk, is a native of Hampton, Virginia, and was born September 3, 1840. He was educated at the Hampton Academy and at Columbia College, and shortly after leaving the latter institution, in May, 1861, was appointed quartermaster of the 50th Regiment, Virginia Infantry, in General Floyd's Brigade, with the rank of captain. He served as quartermaster until the battle of Fort Donelson, from which he escaped to Chattanooga, where he was put in charge of the military depot of General Kirby Smith and served there about six months. July 1, 1862, he went with General Smith's command to Lexington, Kentucky, where he was put in charge of the quartermaster's depot for about two months. At the end of that time he was appointed major and went to Mississippi, having been assigned to General W. W. Loring's staff. In that position he served only a short time, when he was detailed by Gen. Joseph E. Johnston to go to Selma, Alabama, and establish a quartermaster's depot. This he accomplished and was placed in charge of the same, remaining at that point until near the close of the war. He participated in the following battles: First battle of Cross Lanes, and Carnifex Ferry, West Virginia; Fort Donelson, Tennessee; Richmond, Kentucky, and in numerous minor engagemets. After the war was over he went to Goochland County, Virginia, where he carried on a farm, and, having prepared for the legal profession in the meantime, was admitted to the bar in 1871.

He practiced his profession until the fall of 1879, at which time he was appointed United States inspector of customs and stationed at Norfolk, Virginia. This office he held until 1883, when he resigned in order to take his seat in the State Legislature, to which he was elected that year. Owing to a technicality he was unseated, but at the new election ordered he was triumphantly vindicated, receiving a majority of 900 votes. In 1884 he was made superintendent of the schools at Norfolk and acted as such until 1886. Two years later he was elected mayor of Norfolk, and held that office until March, 1890, when he resigned to accept the office of United States collector of the port of Norfolk, which office he now holds.

Mr. Banks was married, January 15, 1863, to Miss Nannie M. Argyle, daughter of Thomas Argyle, a planter of Goochland County, Virginia. They have had one child, who died in infancy.

Richard G. Banks, our subject's father, was born in Essex County, Virginia, in 1802. He was a graduate of the medical department of the University of Maryland, and began the

practice of his profession in 1823, at Hampton, Virginia, where he remained until the breaking out of the war. He was then put in charge of a hospital at Portsmouth, Virginia, and afterward transferred to Richmond, in the same capacity, where he continued until the close of the struggle. He then went to Baltimore, Maryland, where he practiced medicine until his death, in 1870. He was married, in 1821, to Mathilda E. Dewees, daughter of Andrew Dewees, a prominent merchant of Baltimore. They had five sons, as follows: William Wallace, Henry T., Andrew Dewees, E. A. and Richard G. William Wallace was a surgeon in the United States Army, who resigned after the Mexican War, and was appointed consul to Mexico, where he married the daughter of the Governor of Zacatecas, and where his death occurred in 1859, at the age of 36 years. Henry T. was born in 1827, and is now living in Washington, D. C. Andrew Dewees, born in 1834, was the first editor, in connection with Roger A. Pryor, of the *Southside Democrat*, published at Petersburg, and was afterward editor of the *Cincinnati Enquirer;* in 1857 he was defeated as the Democratic candidate for clerk of the National House of Representatives by General Cullom. In 1858 he was, with General Stedman, elected public printer, and during the Confederate War was adjutant general on the staff of Gen. J. E. Johnston, by whom he was held as a warm and trusted friend. He died in 1881. E. A., who was born in 1838, was a lawyer and was educated at the University of Virginia. He went to Alabama in 1858, locating at Montgomery, where he edited the *Montgomery Confederation* until the opening of the Confederate War, when he entered the Confederate Army and was made captain and afterward paymaster at New Orleans. After the evacuation of that city by the Confederate forces he was raised to the rank of major and assigned to General Lovell's staff, and then to General Pemberton's, where he served until the close of the war. In company with General Loring he went into business in New Orleans, and died there in 1868. The youngest son is Richard G., whose name heads this sketch. The mother of this family died in 1845.

George W. Banks, grandfather of Major Banks, was a native of Essex County, Virginia. He practiced law in his native county during his mature years, was a member of the County Court, and succeeded to the office of high sheriff; he was a major in the War of 1812. He married Miss Baughan, and died in 1842. The great-grandfather was also a native of Essex County, and was a planter by occupation. The great-great-grandfather was born in England, and upon coming to America located in Virginia, where he died. The maternal ancestors of Mr. Banks were French; one of the family was Mr. Dewees, of Philadelphia, a well-known medical writer.

JOHN J. BURROUGHS, who is a member of the firm of Burroughs Brothers, attorneys-at-law, at Norfolk, Virginia, was born at Princess Anne Court House, Virginia, April 22, 1841, and is a son of John J. and Ann (Nimmo) Burroughs. His father was deputy clerk at Norfolk when a young man, and later removed to Princess Anne Court House, Virginia, where he was clerk of courts for 40 years.

John J. Burroughs, the subject of this sketch, was reared and educated in his native county. He attended Prof. William R. Galt's private school, and Lynchburg College. He left college to enlist at Norfolk, Virginia, in "Old Company F," but was transferred to the Western Department. He was soon promoted to the office of lieutenant of artillery and served gallantly to the close of the war. After the war was over Mr. Burroughs decided to take up the profession of law, and accordingly began the study with his brother, Hon. William H. Burroughs. With faithful attention and

close application to his chosen duties he soon fitted himself for his profession and was admitted to the bar in 1866. He had had some experience in his father's office. Mr. Burroughs at once began to practice at Princess Anne Court House, where he remained a short time. He soon decided that a larger field would be preferable, and in January, 1869, removed to Norfolk where he entered into partnership with his brother, who was then practicing in that city. The firm name was Burroughs Brothers, and remains so to this day. The brothers have practiced together since 1869 with the exception of eight years, during which time William H. Burroughs was judge of the Corporation Court of Norfolk City. The firm has a large general practice and stands foremost among prominent law firms of Norfolk. In 1894 John J. Burroughs was elected police justice, and served as such one term.

Mr. Burroughs was united in marriage with Eliza Moore of Wythe County, Virginia. She died when very young. He married, secondly, M. May Baker, a daughter of Richard H. Baker, of Norfolk, and they have three children living, namely: Richard Hansford, Hugh May and Benjamin Baker.

Mr. Burroughs is a member of the Bar Association of Virginia; the Pickett-Buchannan Camp, Confederate Veterans; and the A. F. & A. M. He is a man of scholarly attainments, a deep student, and is endowed with all the qualities which go to make a good lawyer.

D LOWENBERG. The history of Norfolk City and vicinity would not be complete without a brief outline of the activities of such a man as the one whose name heads this sketch. David Lowenberg was born in Wurtemberg, Germany, October 25, 1839. He was educated in his native city, and came to America in 1855, landing at New York. Soon after he went to Asheville, North Carolina, and lived in Goldsboro for three years, engaged in the general merchandise trade. In 1860 he went to Greenville, South Carolina, where he was engaged in business until the war broke out; he volunteered as a private in the 16th Regiment, South Carolina Infantry, commanded by Colonel Elliott, with which he served until the fall of 1864. After leaving the army he located in Norfolk, and engaged in business with his brother, J. B. Lowenberg, the partnership continuing until 1872. Then Mr. Jacob Hecht and A. F. Jacobs, brothers-in-law, were taken into the firm, and a wholesale business was established under the firm name of Lowenberg, Jacobs & Company. This company existed until 1879, when Mr. Jacobs withdrew, and Lowenberg Brothers & Company continued the business. Mr. Lowenberg withdrew from the company in 1886, and devoted himself for the next year to erecting a large block of business houses, and establishing the D. Lowenberg Boot & Shoe Company, which is now the largest and best store in the city of Norfolk.

Mr. Lowenberg was president of the Tidewater Investment & Trust Company during its existence, and is now president of the Norfolk Knitting & Cotton Manufacturing Company. He erected the Chesapeake Knitting Mills and the Lowenberg Knitting Mills, and is treasurer of the South Norfolk Development Company, and of the Southwest Virginia Mineral Land Company. He is president of the Atlantic Improvement Company, and of the Virginia Realty Company; treasurer of the Norfolk Investment Company; a director in the Norfolk National Bank and the Norfolk Bank for Savings & Trusts; vice-president and general manager of the Norfolk-Hampton Roads Company; secretary-treasurer and general manager of the Portsmouth Improvement Company; president of the South Norfolk Belt Line Improvement Company; secretary and treasurer of the American Contracting Company, and of the Commonwealth Realty Company; and president of the Monticello Realty Company and the Norfolk & Atlantic Terminal Company.



SAMUEL BUCHANAN HUTCHINS.

Mr. Lowenberg was married March 5, 1865, to Cecelia Hecht, daughter of Rev. Joseph Hecht, who was pastor of the Norfolk Street Congregational Church in New York City for 21 years, and later lived in Norfolk. They have four children, named as follows: Minnie D., wife of A. E. Camp of Norfolk; and Benjamin, Jacob and Harry L., of Norfolk.

It can be truly said that Mr. Lowenberg devotes himself to the best interests of Norfolk, where he is one of most public spirited citizens, and is always ready to lead off in any works of public improvement.

THE NORFOLK BANK FOR SAVINGS & TRUSTS, one of the youngest banking institutions of Norfolk, has been a prominent factor in the commercial affairs of the city. Although a savings bank, primarily, it has been particularly successful in handling large estates in a fiduciary capacity. Among its officers and directors are numbered many of the substantial business men of the city, men of prestige in other lines of business,—giving it an advantage which has placed it in the foremost ranks of the banking concerns of Virginia.

The Norfolk Bank for Savings & Trusts was organized in 1893 under a liberal charter granted by the Virginia Legislature, and was opened for business on August 2nd of that year. It was particularly fortunate in having at its head C. G. Ramsay, a man of great ability, who was well known in the circles of finance not only in this country, but in foreign countries as well. Owing to the death of Mr. Ramsay, in February, 1894, C. W. Grandy was elected president and served until 1901, when Caldwell Hardy succeeded him in that office. Mr. Grandy is now vice-president, and W. W. Vicar is cashier. The directors are: J. G. Womble, D. Lowenberg, DeCourcy W. Thom, Henry Kirn, Caldwell Hardy, R. Page Waller, J. N. Vaughan, R. Lancaster Williams, M. L. T. Davis, Thomas R. Ballentine, C. A. Woodard, W. H. White, G. L. Arps, C. Billups, T. H. Willcox, William M. Whaley, C. W. Grandy, A. P. Thom, W. W. Vicar, Thomas Townsend, G. M. Serpell, C. Brooks Johnston and E. C. Fosburgh. The bank was organized with a capital stock of $250,000, which was later reduced to $100,000. Its policy from the beginning has been a progressively conservative one, following the lines of legitimate banking as practiced by the best institutions of its kind in the country. That this course has met with the approval of the community is attested by the fact that during the eight years of its existence it has been entrusted with over $2,500,000 of the savings of the people, besides having done a large and increasing business in its commercial, trusts and safe deposit departments. The business of this bank is classified and conducted under four distinct heads, namely: The savings department, the commercial department, the trusts department, and the safe deposit department. Separate systems of accounts are kept, so that each department is complete in itself. It acts as trustee, guardian, executor and administrator, and has superior facilities for handling estates. The advantages of a corporation as trustee, or in other fiduciary relations, lie in its ability, absolute safety, and in the fact that the corporation will outlive the trust. We may say that the wonderful success of the Norfolk Bank for Savings & Trusts is due almost wholly to the ability of its officers, and the confidence they have inspired in the people.

SAMUEL BUCHANAN HUTCHINS, a well-known contractor and builder of Portsmouth, Norfolk County, Virginia, whose portrait appears herewith, was born in that city in 1855. He is a son of George Hutchins.

George Hutchins was employed in the Gos-

port Navy Yard at Portsmouth, having removed to that city when a young man. He was a Democrat and very active in politics. He died in 1857. George Hutchins married Margaret F. Taylor, a daughter of Moses Taylor, one of the earliest settlers of South Portsmouth. Before his death and prior to the breaking out of the Confederate War, Moses Taylor was foreman of the riggers at the Navy Yard. Margaret F. (Taylor) Hutchins died December 18, 1897. Mr. and Mrs. George Hutchins were blessed with 10 children, all of whom are residents of Portsmouth or its vicinity. They are as follows: Medora (Lumber), of Newport News; Virginia (Thomas); Emily (Myers); Alameda; Samuel Buchanan; R. A., who is city collector of Portsmouth; George W., who was a contractor, and is now deceased; Mary; Margaret; and Olivia, deceased.

Samuel Buchanan Hutchins attended the public schools of Portsmouth, and at the age of 14 years he was apprenticed to John T. West to learn the trade of a house carpenter. With the exception of two years spent as clerk in his brother's grocery, he has continued in that business ever since. He commenced contracting for himself 13 years ago, and his work has been mainly the building of houses. He is a fine mechanic, and there is no better contractor in Norfolk County. He has become widely known in Portsmouth, and the neighboring towns, and his work is always of the highest order. Mr. Hutchins has erected some of the finest homes in Portsmouth, and at present has under contract the building of the Court Street Baptist Church, and the Central Methodist Episcopal Church, South. He has erected many churches and public buildings. In 1901 he built the Port Norfolk Baptist Church. He stands high as a contractor and is a man of good business ability. He devotes all of his attention to his business, and is always ready to take advantage of the newest ideas to facilitate his work.

Mr. Hutchins married Ida V. Noel, a daughter of Capt. Robert Noel. Of nine children born to this union, four are deceased. Those living are as follows: S. B., Jr., who assists his father; Lucille; Alice; Alameda; and Christopher. Mr. Hutchins is deeply interested in politics, but has never cared to accept office, having refused a nomination to the City Council. He is a member of the following fraternal organizations: Portsmouth Lodge, No. 16, Knights of Pythias; the Masonic order; Benevolent and Protective Order of Elks; Royal Arcanum; National Union; and Royal Tribe of Joseph. He is a member of the Fourth Street Baptist Church, which his mother helped to organize.

HON. WILLIAM H. BURROUGHS, who has been prominent on the bench and at the bar of Norfolk County, Virginia, since 1854, was born at Princess Anne Court House, Virginia, February 20, 1832. He attended school there, and was graduated from the William and Mary Military College, at Williamsburg, in 1851. He then taught school in that academy until 1853, when he took up the study of law, and was graduated and admitted to the bar in 1854.

Mr. Burroughs opened practice at Princess Anne Court House, where he remained until 1859, when he went to Jacksboro, Tennessee. He practiced law there until the war broke out, when he enlisted in Churchwell's regiment, known as the 1st Tennessee Regiment. He was soon promoted to the position of captain of the 3rd Regiment, Tennessee Artillery, and served in that capacity until the close of the war, in Eastern Tennessee, Kentucky and Southwestern Virginia.

In 1866 Mr. Burroughs returned to Princess Anne Court House, Virginia, where he resumed his practice. He removed to Norfolk in 1869, and entered into partnership with his brother, J. J. Burroughs. In 1870 he was elected judge of the Corporation Court, and

served in that capacity until January, 1877, when he resumed his general practice, in which he has been so successful. In 1877 he wrote and published a book on "Taxation, Federal and State," and in 1881 he published a book on "Public Securities, including Municipal Bonds." These works have been highly commended.

Mr. Burroughs is a member of the Masonic and several other orders. He is well known in legal circles in Norfolk County, and this section of Virginia, and is a lawyer of much talent. He has a large general practice, having met with more than ordinary success in his profession.

COLDWELL HARDY has been identified with the banking interests of Norfolk, Virginia, for more than 25 years, and his great executive ability has gained recognition far beyond the confines of his own State. He is president of the Norfolk National Bank and the Norfolk Bank for Savings & Trusts, and vice-president of the American Bankers' Association, made up of bankers of the United States. He is one of the city's most highly esteemed and honored capitalists, and has been identified with many commercial enterprises and the general development of Norfolk.

The Norfolk National Bank is one of the most stable financial institutions of the South. The prestige it enjoys is amply illustrated by the following clipping from "The Banker, Merchant and Manufacturer," of Chicago and New York: "Of the several Southern cities visited by your correspondent during the past few months, there is certainly none whose people have more reason to take pride in their banking institutions than those of Norfolk, Virginia. The banks of this city are not only provided with thoroughly adequate capital, but are also judiciously managed on a broad and at the same time conservative basis. They provide, too, for the merchants and business men generally, the most ample banking facilities and accommodations. The finances of the banks of Norfolk are managed with circumspection, economy and ability, and in this respect the city has an enviable reputation. One of them whose resources, amount of business and gratifying condition entitles it to consideration as one of the strongest and most ably managed institutions of the South is the Norfolk National Bank, which from the date of its organization has enjoyed a career of uninterrupted progress and prosperity which well attests the foresight, conservatism and ability which have characterized the guidance of its affairs. The men who have been identified with the management of this bank have always been representative of Norfolk's largest and most important interests, as business men, capitalists and financiers. The Norfolk National Bank has passed through every season of financial stringency which has afflicted the country at large, from the date of its establishment, with stability unshaken and credit unimpaired, and retaining the implicit confidence of all whose names have been inscribed upon its books. It is a well recognized rule among financiers that the volume of deposits in a given bank constitute trustworthy criterion of the confidence reposed by the community in the management of such bank. How high, then, must be the confidence reposed in the management of the Norfolk National, continued under the same guidance for many years, when they are able to report such a line of deposits as $2,750,000. It seems almost needless to say that in respect to the conservatism of its management this bank is not excelled by any contemporary institution of the country; but it may be added that its conservatism has always been tempered by a judicious liberality. Giving no encouragement to ventures of a speculative character, this bank has ever been prompt to support enterprises directed along the paths of industrial development and legitimate commerce. The Norfolk National is a designated United States depositary, carries the accounts of many of the lead-

ing merchants and manufacturers of Norfolk, and enjoys every facility for transacting all business entrusted to its care, with promptness and at minimum expense. In conclusion we need only say that in inviting correspondence this bank offers inducements to those to whom banking facilities of a superior order are essential, which can not fail to compel favorable consideration."

The building now occupied by the Norfolk National Bank was built in 1850, and for many years was occupied by the Exchange Bank of Virginia, which went into liquidation as the result of the Confederate War. The Norfolk National Bank was organized August 1, 1885. In 1893 they built on to the rear of the building and made many desirable improvements throughout. Every facility known to latter day banking has been added and its quarters are elaborately furnished. The first floor is entirely given up to the carrying on of the banking business. On the second floor are the directors' room, the clerks' closets and toilet rooms, and also a storage room. A unique and pleasing feature of this institution is to be found on the third floor, consisting of a dining room and kitchen, maintained for the benefit of employees. An excellent cuisine is provided and a fine dinner is furnished every afternoon at three o'clock. The original officers of this bank were C. G. Ramsay, president; C. W. Grandy, vice-president; and Caldwell Hardy, cashier. Upon the death of Mr. Ramsay, February 11, 1894, Mr. Grandy became president and Colonel George Tait, vice-president. On April 1, 1895, Mr. Grandy having declined re-election as president, J. G. Womble was elected to that position and Mr. Grandy was re-elected vice-president. Mr. Womble retired from the presidency in 1899, and Caldwell Hardy succeeded to the presidency, A. B. Schwarzkopf, formerly assistant cashier, being made cashier. The directors of the bank are: C. W. Grandy; M. L. T. Davis, of M. L. T. Davis & Company; W. D. Rountree, of W. D. Rountree & Company; William H. White; F. S. Royster, president of the F. S. Royster Guano Company; R. Page Waller; John N. Vaughan, of Vaughan & Barnes; D. Lowenberg; J. G. Womble; C. A. Woodard; C. Billups, of C. Billups, Son & Company; Thomas R. Ballentine; Caldwell Hardy; William M. Whaley, president of the Roanoke R. R. & L. Company; and Henry Kirn.

A. B. SCHWARZKOPF, who has been identified with the Norfolk National Bank since its organization, now occupies the office of cashier. He was born in Norfolk, Virginia.

Mr. Schwarzkopf was reared and educated in his natal city, and began his connection with the Norfolk National Bank on its establishment, as a runner. He made his services valuable to the bank, and was rewarded by promotion after promotion until he was made cashier, a position he fills in a manner creditable to himself and to the entire satisfaction of all concerned. He is truly a self-made man, and his sterling worth to the community is recognized by all.

EDGAR EUGENE DAWES, secretary of the Board of Trade and Business Men's Association of Norfolk, Virginia, was born in that city April 5, 1857. He is a son of Samuel S. Dawes, and grandson of John Dawes, who were descendants of the English nobility.

Sir William Dawes, one of Edgar Eugene Dawes' ancestors, was one of the royal chaplains of Queen Anne. The "Biographical Dictionary," published in Richmond, Virginia, in 1826, speaks of Sir William Dawes, as a pious and learned gentleman who was sent to the United States by Queen Anne to reorganize the Established Church. He settled in Virginia, where he died in 1724. He was the author of several religious works.

John Dawes, the grandfather of the subject of this sketch, was born in Warwick County, Virginia, and became a seafaring man, serving in the United States Navy. He died at the age of 62 years. He married Ann Seymour, who died at the age of 77 years. Their children were: Robert; Samuel S.; Nelson; and Caroline, who married William Shelly.

Samuel S. Dawes, father of the subject hereof, was born at Hampton, Virginia, July 16, 1819, and at the age of 14 years entered a dry goods store at Hampton as a clerk. He continued as a clerk until 1845, when he established a general dry goods store on Church street, in Norfolk. Later he removed to Main street, where he carried on this business until the breaking out of the war. He then became a clerk in the treasurer's office in Richmond, and joined the Home Guards. After the war he returned to Norfolk, where he held the office of treasurer of Norfolk for 15 years. He then became entry clerk in the Custom House, and held that position four years, when he was chosen secretary of the Merchant & Manufacturing Association. In 1895 Mr. Dawes retired from active business duties, and is living at his home on Boush street. He has enjoyed a very active and useful career, and is a man of considerable literary ability, having written much for newspapers, and also some poetry which has been published. He married Mary Jane Seymour, who was born July 6, 1824, and died at the age of 62 years. She was a daughter of William and Eliza Seymour. Her children were as follows: Robert N., William S. and Samuel S., deceased; Mary L., who married Thomas H. Browne; and Edgar Eugene.

Edgar Eugene Dawes was reared and educated in Norfolk. For 24 years he was employed as clerk for Burruss, Son & Company, at the end of which time he was made secretary of the Board of Trade and Business Men's Association of Norfolk, of which a full description is given elsewhere in this volume. Mr. Dawes affiliates with the Democratic party, and was a member of the Democratic committee from the Third Ward for several years. The subject of this sketch is possessed of much business ability and is well and favorably known in Norfolk, being one of that city's most progressive business men. He married Mrs. Linda Wright Dey, and they have two children,—Linda R. and Edgar Eugene.

HON. ALVINZA JEFFERS, a well-known resident of the city of Norfolk, Virginia, has been an extensive real estate dealer there since 1880 and through the medium of *The Cornucopia*, which he edits and publishes, has attracted many men from other States to locate in Norfolk County or elsewhere in Virginia.

Mr. Jeffers was born in Canton, St. Lawrence County, New York, and received his education there. During his early manhood he taught school in New York State, Missouri and Kansas, and remained in the latter State for a period of 10 years. He spent most of this time in Marshall County, and while there was elected to the State Legislature of Kansas, where he served one term. He was then elected and served two terms as county superintendent of public instruction. In 1864 he enlisted in Battery D, New York Light Artillery, and served with bravery to the close of the war.

In 1880 Mr. Jeffers located in Norfolk, Virginia, and in 1884, started the publication of *The Cornucopia*, a paper devoted to the real estate interests of the county and State. He has placed in circulation more than a million copies of this paper, which contains maps and charts and illustrates to the public the advantages of this section. His office is a "Bureau of Information" respecting Eastern Virginia. His principal work has been in interesting capitalists of New York, Ohio, Illinois, Michigan and other States, and in this way he has drawn to this seaport the best men to invest money and to locate here. He has had some very extensive real estate transac-

tions and has disposed of large tracts of land profitably. In private life Mr. Jeffers is a man of strong personality, and the citizens of this section accord him the highest respect, and esteem him as one of the most substantial residents of the community.

JAMES A. KERR, a member of the legal fraternity, and a notary public, of Norfolk, Virginia, is an excellent counselor and adviser, and is able to enroll his name on the list of the best lawyers of the State. Mr. Kerr was born at Petersburg, Virginia, where he grew to manhood. A good practical education in the University School of W. Gordon McCabe, of that city, was closely followed by a thorough normal course in the University of Virginia, which he entered in 1871, and from which he graduated with honors in 1874. The following three years he labored in the capacity of schoolmaster, and during this time his spare eagles were hoarded and saved toward defraying the expenses of a legal education. Returning to the same university, Mr. Kerr then took a special law course, and was admitted to the bar in 1878.

Finding a most desirable location at Norfolk he opened an office there during the same year and has confined his practice to that locality ever since. His name had been before the public only a comparatively short time, before he was recognized as a man of ability, and as one who was an honor to his profession. After practicing alone for several years Mr. Kerr associated himself with the late William H. C. Ellis, and together they engaged in the general practice of law, many important cases being handled by them in a very satisfying manner to their clients. In 1896 this partnership was dissolved, and since that time Mr. Kerr has practiced alone. In 1880 he was appointed United States Commissioner and retained the position until 1884. Since his retirement from that office he has practiced in the several courts and has filled with credit the office of notary public. In 1890 he was appointed commissioner of accounts for the Corporation Court of Norfolk City, which office he still holds.

With his superabundant energy and undaunted perseverance, he has attracted to himself a large and well-paying business. His close application to his professional work, supplemented by his genial and hearty manners, has not only surrounded him with a host of admiring friends, but has placed him among the leading attorneys and counselors-at-law in his county and State, and this distinction is well-merited. Although modest and unassuming in manner and somewhat reserved in public, Mr. Kerr is nevertheless a public-spirited citizen, and is deeply interested in the welfare and advancement of Norfolk.

THEODORE N. RAMSAY, a prominent real estate dealer of Norfolk, Virginia, has certainly done much to develop the suburbs of that city, and can well boast of his ability in this line of business, having sold upwards of 3,000 building lots during the past eight years.

Mr. Ramsay is a native of Raleigh, North Carolina, where he was practically reared. About 1884 he removed to Norfolk and engaged in the life insurance business, which occupied his attention until about eight years ago, when he discontinued it in order to engage in buying and selling realty. He deals in both city and country property and still has a number of very desirable beach lots for sale.

Mr. Ramsay sold 1,800 lots in Park Place alone; these sales were augmented by the disposition of 1,160 lots in Kensington and Willoughby additions, besides a large number of sales in various parts of Norfolk, and especially in the popular suburb of Ghent. Many of these lots were sold on the installment plan, and thus splendid inducements were offered to

the homeseeker, and these suburbs are now dotted with fine residences.

Mr. Ramsay has also been instrumental in selling a large number of truck farms, both in Norfolk County and in North Carolina, and stands to-day among the most active real estate dealers in Norfolk, in the advancement of which city he has assisted so materially. His business integrity has stood the most severe tests, and his unqualified success is attributed to his ability to read character and to his quickness in perceiving the wants of his customers. Truly has he made an enviable record as a real estate dealer, and is also highly esteemed in his community as a citizen.

RICHARD M. JOHNSTON, a well-equipped and promising young attorney-at-law and a worthy and esteemed citizen of the flourishing city of Norfolk, Virginia, was born in Lincoln County, North Carolina, in 1876. Young Johnston proved to be very studious from early youth and his boyhood days were spent in attending the schools of his native place, where he won many a hard-fought battle in his endeavors to fitly prepare himself for the struggle of life. After completing the course in the public schools he entered the University of North Carolina, where he took up the study of law and determined to devote his life to that honorable profession.

Mr. Johnston entered the University of North Carolina in 1896. He was subsequently admitted to the bar and became a full-fledged lawyer. He came to the bar in Norfolk in 1900 and has met with an unusual degree of success, gaining a foothold among men of his profession. He is a thorough student, is methodical and industrious in all the details of his business, both private and public, and, as a general practitioner, it is predicted, he will soon win an enviable position. He has already identified himself with many of the industries of Norfolk, whose prosperity is dear to his heart.

Mr. Johnston is unmarried. He is a man of firm purpose, and it is his constant aim to assist in elevating the social and moral condition of his community.

CHARLES PARKER BREESE, consulting mechanical engineer for the firm of Carpenter, Breese & Ferguson, well-known architects of Norfolk, Norfolk County, Virginia, was born in Brooklyn, New York.

Mr. Breese was born in Brooklyn, and received his education at the Sheffield Scientific School, of Yale University. He chose the profession of a mechanical engineer, and devoted many months to that work, grasping the minutest details. After doing work in all parts of the United States he removed to Norfolk, where he has since been established in business. On June 15, 1901, the firm of Carpenter, Breese & Ferguson was established, succeeding J. E. R. Carpenter, architect. Carpenter, Breese & Ferguson have received many large contracts, and among the buildings which they have planned and completed are the Hume Building, Withers Building, the Second Presbyterian Church, Swan Building, Country Club House, the Gill Warehouse, for the Henry Walke Company, and many others. They have also remodeled many business houses, warehouses and private homes.

Mr. Breese has charge of the plans of electric lighting plants and electric railways, also buildings and factories, and is thoroughly versed in mechanical and electrical engineering in all its branches. He has a wide reputation, and there is no better engineer in this section of Virginia. He is a member of the Board of Trade and Business Men's Association of Norfolk; Virginia Club; Country

Club; Norfolk Lodge, No. 1, A. F. & A. M.; and Ruth Lodge, No. 89, A. F. & A. M. He was married, in 1889, to Miss M. G. Moore, daughter of Dr. E. D. Moore, deceased.

AUGUSTUS T. STROUD, attorney-at-law in the city of Norfolk, Norfolk County, Virginia, was born in Norfolk in 1879, and is a son of John Stroud, and a grandson of Edward Stroud.

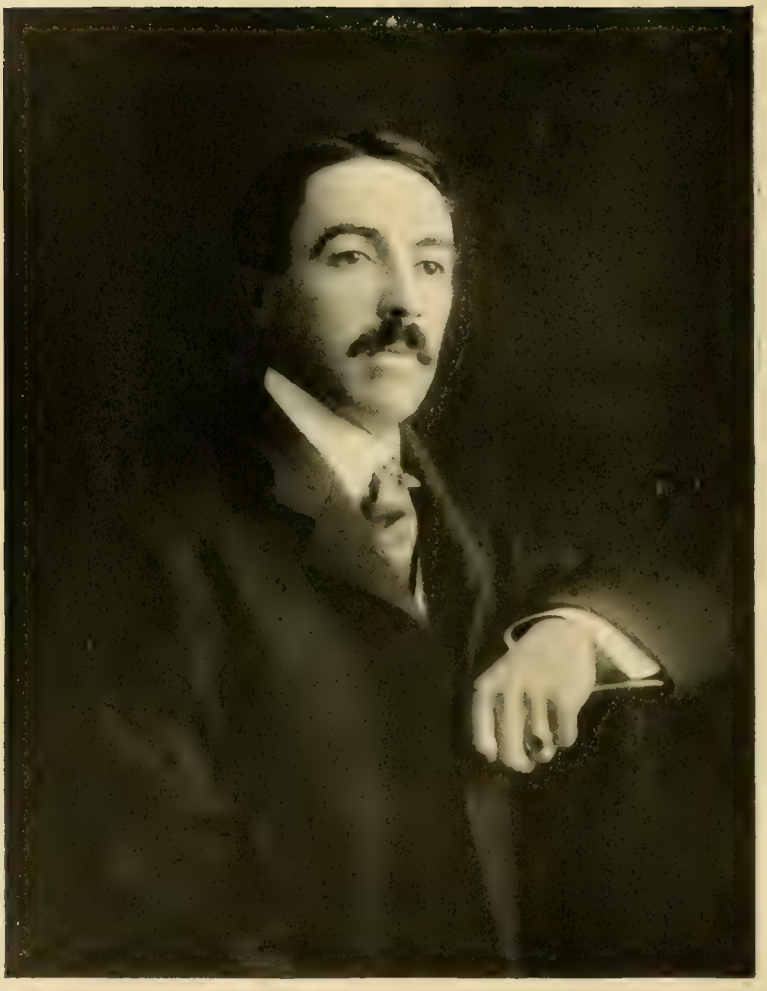
Matthew Stroud, the great-great-grandfather of Augustus T., died before 1800. He was a native of England, and was a master mariner. John Stroud, the great-grandfather, was a stone-mason and one of the sub-contractors for the building of Fortress Monroe. He married a Miss Sturgess, of the Eastern Shore of Virginia. Edward Stroud, his son, was a farmer by occupation, and served as sergeant in Doyle's Cavalry during the Confederate War. He became the owner of a large tract of land at Ocean View and Sewell's Point. About the time of the Revolution, the residence on this property was a court house, and the kitchen a jail. The Confederate soldiers camped on his farm. John Stroud, the father of Augustus T., was born at Ocean View, his birthplace being where the Ocean View Hotel now stands. He was always engaged in mercantile pursuits, conducting a retail grocery store in Norfolk. He owned a fine home at Ghent. He married Emma Cook, a daughter of Cassius Cook of Norfolk.

Augustus T. Stroud, whose name opens these lines, attended the Norfolk Academy, from which he was graduated in 1897. He then entered the University of Virginia, and graduated from the law department of that institution in 1900. He engaged in the general practice of his profession in Norfolk, where he has taken an earnest interest in all local affairs. He has been quite active in political matters, having been a delegate to many conventions, and also a candidate for the State Legislature. As a lawyer, he has won considerable recognition, as he is an earnest advocate and fluent speaker. He purchased 45 acres of land at Sewell's Point, and divided it into resident lots to form a negro colony; he has already sold over 100 lots to negroes. He has also done some building there. He possesses good sound judgment and much energy, and is looked upon as one of Norfolk's most promising young business men.

DARIUS W. TODD, a retired merchant of Norfolk, Norfolk County, Virginia, was born in Westchester County, New York, and is a son of Dr. D. W. Todd. Dr. Todd came to Norfolk during the siege of yellow fever, and did much noble work in assisting in the care of the afflicted.

Darius W. Todd, the subject of this sketch, first engaged himself as a clerk in the grocery establishment of S. S. Griggs upon locating in Norfolk. In 1858, he opened a restaurant, which afterward became known as the Atlantic Hotel, and was located on Water street. He then established a wholesale liquor and tobacco house, to which was subsequently added a retail department. James G. Gill, James G. Todd and J. H. Schlegel were taken into the firm in 1898. Three years later, Mr. Gill withdrew from the firm, and Mr. Todd sold his interest to his son. The firm is now known as Todd & Schlegel, wholesale and retail tobacco dealers. Besides building up this large business, Mr. Todd has been extensively engaged in buying and selling property. He has done considerable building in Norfolk and Berkley, and is the owner of a fine tract of land in Berkley, and many residences. He has traveled abroad, thereby gaining many new ideas, which have been of assistance to him in his business.

While Mr. Todd is retired from active busi-



JOHN H. DOWNING.

ness duties, he is keenly alive to all progressive movements of the citizens of Norfolk and the surrounding towns, and is ever ready to give his assistance to any worthy enterprise. He makes his home in Portsmouth, and is one of the most active citizens in that town. He has always possessed excellent business ability, sound judgment, and ceaseless energy, persevering in all that he has undertaken. No business man in Norfolk or its vicinity is better known that Mr. Todd.

BENJAMIN R. JONES & COMPANY is one of the largest and most successful real estate firms in the city of Norfolk, Virginia, and consists of Benjamin R. and Alexander M. Jones. The former was born in North Carolina, in 1860, and the latter was born in Edgecomb, of the same State, in 1870, both being sons of Rev. Richard Henry Jones, a retired Episcopalian minister, who now resides in Norfolk.

Benjamin R. Jones came to Norfolk about 1885, and entered into a partnership under the firm name of Marshall & Jones. They engaged in real estate business on an extensive scale, and in 1890 developed Lambert's Point. In a period of four months, they sold property amounting to $484,000, the land consisting of 490 acres formerly known as the truck farms of Parker, Rust, Mellon, Backus, Landberry, Cooper, Conovo & Brother, and Wood. Many fine houses have been built, streets graded and trees set out, making an attractive little suburb. After the dissolution of the firm of Marshall & Jones, the firm of Benjamin R. Jones & Company was established. In 1900, they sold for $140,000 a tract of land at Tanner's Creek, at the present time owned by the New Norfolk Company. They have dealt largely in timber lands in North Carolina and Virginia, and also in mining lands. In 1895 Mr. Jones organized the land company which has placed Woodland Addition on the market, and which owns about one-third of it at the present time. They have graded streets, set out shade trees, and built walks, and about 30 fine modern residences have been erected. They organized the Villa Heights Company, and helped to organize other land companies, which have done much toward developing the suburbs of the city of Norfolk. It is their aim to sell to men who will improve the property, and take an interest in the welfare of the city. In 1900 Benjamin R. Jones formed and organized the Smokeless Furnace Company of Portsmouth, manufacturers of smokeless furnaces, and on January 16, 1902, Benjamin R. Jones & Company and A. J. Newton bought out the entire business of the furnace company, and are now sole owners and proprietors. The Jones brothers are men of superior business ability, and their honest and straightforward transactions have gained them respect wherever they are known.

JAMES Y. DEBAUN is one of the progressive farmers of Norfolk County, Virginia, and has a fine farm of 145 acres, located south of the town of Berkley. He was born near Paterson, New Jersey, about 20 miles from the city of New York, and is a son of Garrett Duryea and Elizabeth (Young) DeBaun. The history of the DeBaun and Young families is given in detail in the sketch of John G. DeBaun, brother of the subject hereof.

Garrett Duryea DeBaun was born in New Jersey, October 17, 1826, and has been a farmer throughout his entire life. He removed to Norfolk County, Virginia, in March, 1869, and after remaining here for many years finally located in Princess Anne County, Virginia, where he now resides and owns a fine farm. He was married in New Jersey to Elizabeth Young, and the following children blessed their union: John G., a biographical sketch of

whom appears elsewhere in this volume; Hattie; James Y., whose name heads these lines; Theodosia; Peter and Jacob. The combined holdings of the different members of the DeBaun family, in Norfolk County, amount to more than 1,000 acres in Washington district, Norfolk County.

James Y. DeBaun came to Norfolk County, Virginia, with his parents in 1869, and has been a resident of Washington district since that time. About 1891, he located upon his present farm, which lies near the old estate of his father. He has a farm of 145 acres, which he devotes to general trucking and stock raising, in which branches he has met with good results. He is a man of good ability and excellent character, and stands high in the esteem of his fellow men.

Mr. DeBaun was joined in marriage with Lucy Wetzel, who was born in Ohio, in 1867, and they have reared four children, as follows: Garrett; James; Bessie; and Kattie. In politics, Mr. DeBaun is a strong supporter of Democratic principles.

FRANCIS RICHARDSON has for many years been prominent among the many real estate men in Norfolk, Virginia, and in that time has established a number of suburbs of the city which will long stand as monuments to his memory.

Mr. Richardson was born in Philadelphia, Pennsylvania, and was there reared. He received his education in Haverford College, from which he was graduated. He then engaged in the fruit and nursery business at Macedon, Wayne County, New York, in 1860, and continued thus until 1868. He sold his interests and removed to Norfolk, Virginia, in 1870. He embarked in the real estate business and in that year took steps toward the establishment of a suburb of Norfolk, which became Brambleton. With wonderful foresight he saw the growth of the city would be in the direction of this town, the site of which had been a farm under partial cultivation. It was owned by George Bramble, who had 245 acres, the only tenant being W. H. C. Lovitt. Mr. Richardson purchased 40 acres of this land and induced J. F. B. Marshall to purchase an adjoining tract of 36 acres. They laid out the land in lots, and opened up streets, built roads and bridges to draw country travel through their property. Their intention to establish a model community in every particular was carried out to the end. The streets were opened at a uniform width of 60 feet and were made to intersect each other at right angles. $1,200 was expended in laying out brick and board sidewalks. Due precaution was taken that the moral tone of the community should be of the best, and in the sale of lots, the early purchasers were required to give a bond in the sum of $1,000 not to sell or permit to be sold intoxicating liquors on the premises, by which means the temperance sentiment was firmly established. The result of this enterprise is well known. Mr. Lovitt, who controlled adjoining land, joined with the original promoters in their work, and through the efforts of J. F. B. Marshall and Mr. Richardson, a tract of 30 acres was purchased by Mrs. M. Hemenway, a wealthy and philanthropic lady of Boston, who aided greatly in carrying out their plans. There were in 1887, at the time of annexation to Norfolk, about 500 handsome brick and frame houses in Brambleton, and numerous dwellings, schools and churches have since been built. The population numbers about 5,000, and consists of the very highest class of citizens. The suburb became a part of the of Norfolk under very advantageous conditions, including the right of local option. Mr. Richardson and his associates can look with pride upon their work, and it is safe to say his name will always be connected with that of Brambleton.

Mr. Richardson also purchased a tract of land at Campostella, in Berkley, and laid out

140 lots. He is president of the Park View Land Company of Portsmouth, and was one of its original promoters. He was a promoter and stockholder of the South Portsmouth Land & Improvement Company, which has about 900 lots. In 1891, he established in South Portsmouth an ornamental and shade tree nursery, growing Norway maple, elm and poplar trees. He is president of the Southern Branch Drawbridge Company. He served as supervisor of census in 1880, and is a member of the recently organized Chamber of Commerce. He was one of the first promoters of shell roads, which have since been built in all directions from the city of Norfolk.

SW. PANNILL, real-estate dealer, is one of the most energetic and active men in that line of business in the city of Norfolk, Virginia. He is also identified with several other important real-estate concerns, among them,—the Norfolk Real Estate & Stock Exchange, of which he is secretary.

Mr. Pannill is a Virginian by birth, his birth having occurred at Petersburg in this State. About 1884, he moved to Norfolk and worked two years as clerk in a wholesale grocery house, previous to entering the real-estate business, in which he has shown much ability by making some very remarkable sales. Upon first embarking in this business, he was associated with his brother, A. P. Pannill, and the firm name was Pannill Brothers. Together they entered into the development of Ghent, now a very popular suburb of Norfolk. Several hundred sales were made in this addition alone, besides a large number in various other parts of the city, while some little attention was also given to buying and selling farms and truck patches.

Subsequently the present company was formed, and since 1900 this firm has devoted especial attention to making sales in Ghent's Second Addition to Norfolk, or West Ghent, as it is known. A large number of valuable building lots in that locality have been disposed of since then by this enterprising firm, and beautiful cottages and handsome modern residences have sprung up as if by magic, as many as 26 having been built in six months' time upon land sold by Mr. Pannill alone; he deals principally in city property.

Mr. Pannill is one of the representative men of his section in matters pertaining to realty and his opinions are sought and valued as those of a man of deliberate and temperate judgment and intelligent thought. His long experience in his business has given him a clear insight into all of its various details In the advancement of Norfolk he is certainly an important factor, and has the good will of all in his community. He is a member of the Royal Arcanum.

CLAUDIUS R. PARLETT. This gentleman is one of Norfolk's most prominent architects and builders. He is also a member of the firm of D. O. & C. R. Parlett, dealers in general building supplies, at Annapolis, Maryland. He was born in Harford County, Maryland.

Mr. Parlett spent the first 18 years of his life in his native county. In 1882, he removed to Norfolk, Norfolk County, Virginia, where he worked as a journeyman for his brother, D. S. He soon entered into contract building, and has erected many of the best and most substantial buildings in Norfolk. In 1889, he built the City Market and Armory, and has also erected the following buildings, namely: No. 1 school house in Brambleton; Epworth Methodist Episcopal Church, South; Christian Church, now known as the Christian Memorial Church, and a number of modern and beautiful homes, such as those of F. S. Royster, C. Wesley Fentress, G. L. Arps, Dr. Grandy, G. W. Roper, and others. He has enlarged and re-

modeled many prominent business blocks, such as the Albemarle, and built the Tunstall, New Century, and the Eclipse, formerly the old National Hotel.

In 1901, Mr. Parlett became equal partner in the firm of D. O. & C. R. Parlett, dealers in general building supplies, at Annapolis, Maryland. This firm does a large business and is well known. In January, 1900, Mr. Parlett was appointed, together with F. E. Nottingham and A. Treadwell, city assessors. Mr. Parlett is one of the most progressive business men of Norfolk. He is an architect of splendid ability, and the buildings which he has erected are a monument to his thorough understanding of his profession and the excellency of his workmanship. He is deeply interested in the progress and development of Norfolk, and lends his assistance to any worthy enterprise.

Mr. Parlett married a Miss Brock, who died early in life. He married, secondly, Margaret Gordon, a daughter of William Gordon of Richmond, Virginia, and a niece of Dr. Gordon of Norfolk.

WILLIAM E. KING is manager of the Turkish Bath House, of Norfolk, Virginia, an establishment which is of a high class in every respect, and equal to the bath houses of many of the largest cities in this country. The thorough management of this place has brought it into great popularity, and it has frequently been necessary to increase its facilities. For many years Turkish baths were given in St. Vincent's Hospital on a very small plan, and in time the present building was erected in addition to the hospital. In 1894, the establishment was remodeled, and again in 1900, so that at the present time it possesses all the equipment of a modern Turkish bath-house. It is finished in hard wood and marble; the building is of brick, steam heated, and lighted by gas and electric lights, the electric light plant being owned by the concern. The establishment consists of a reception room, which is handsomely furnished; nine dressing rooms; four sleeping rooms and 10 lounges, all showing artistic arrangement, and being conducive to comfort and cleanliness. The treatment is considered excellent for rheumatism, gout, nervous prostration, and colds, and the baths are patronized by many of the leading residents of the city, as well as by visitors to the city. The procedure from the time of entering the building until the time of leaving is a most interesting one. One enters a neat dressing room where he prepares for a bath, and is then ushered to the hot room, where the temperature is at 150 degrees; the feet are placed in hot water and the patron is retained here until he gets up a free perspiration. This room is provided with cold water for drinking, and a paper or book for reading. He next passes into the steam room, where he is thoroughly steamed; he is then placed on the marble slab and given a good washing, and massage, and his hair is shampooed. He is next taken to the shower baths, and thence to the pool, which is virtually a basin 14 by 18 feet in dimensions, with four feet nine inches of clear, running water, of the right temperature. He takes a plunge, and the reaction immediately takes place. He is then put on a cot, to rest, after which he may enjoy the library and smoking room, invigorated with new life, and feeling the activity of youth again.

Mr. King was born, in 1867, on a farm, in Anderson, South Carolina, and was reared there. He spent some time in the regular army, and for one year was at the World's Fair at Chicago as a member of the Columbian Guards. After this he entered the Turkish bath business, which he learned in every detail. He spent much time in the best bath-houses of the South, and in 1894 came to Norfolk to succeed V. T. Hoffman as manager of the baths here. He is ably assisted by Charles C. Jones.



CAPT. ETHAN ALPHONSO ALLEN.



MRS. MARY ALLEN JENNINGS.

MRS. MARY ALLEN JENNINGS, one of the best known and most highly respected women of Lambert's Point, Norfolk County, Virginia, where she is at the present writing successfully engaged in horticultural operations and truck farming, is a daughter of Capt. Ethan Alphonso Allen, and granddaughter of Col. Ethan Allen, of Revolutionary fame. Mrs. Jennings was born in her present home, April 17, 1829, this property having been in the possession of the family since 1798.

The following article, handed to us by Mrs. Jennings, is of particular interest as relating to the historic figure, Ethan Allen, and to his second wife, grandparents of our subject:

ETHAN ALLEN'S SECOND WIFE.

A Bit of Local Personal History.

Since the mention, in a recent number of the *Free Press*, of the fact that among the graves in Elmwood Cemetery, Burlington, Vermont, is that of the second wife of Ethan Allen, many persons have visited the grave. The inscription on her tombstone, which is a horizontal tablet, is as follows:

Beneath this Stone
Rest the Remains of
Frances Montezuma,
wife of
Dr. Jabez Penniman,
Who Died October 13, 1834,
Aged 74 years.

There was living in New York City, in the year 1762, according to Mr. Hall, a widow lady, named Margaret Montesquieu. She had been the wife of a colonel in the British service, who was killed in the old French and Indian War, leaving her a widow with a child, named Frances. This child in after years became the second wife of Gen. Ethan Allen, and he her second husband. Her mother, after the death of Montesquieu, made the acquaintance, in New York, of Crean Brush, an Irishman and a widower who was employed in the office of the Secretary of the Province of New York, and married him. He soon after came to Vermont, settled in Westminster, and became clerk and surrogate of Cumberland County, which county comprised the territory now included in the counties of Windham and Windsor, with parts of other counties. It is of interest, by the way, to note the fact that the charter of Cumberland County, granted by the Province of New York, elegantly written on parchment, was presented to the University of Vermont by the late Udney H. Penniman of Colchester, and is still preserved in the University's library.

When the American Colonies revolted, Crean Brush became a virulent and active Tory. He represented Cumberland County in the Legislature of the Province of New York, and procured the passage of a bill, offering a reward of £100 sterling each for the apprehension of Ethan Allen and Remember Baker. He was in the British service as a commissioner to receive confiscated property, was captured by a United States frigate on board a ship which he had loaded with the property of American patriots, and lay for 19 months in jail in Boston. From this jail he escaped by exchanging garments with his wife, who had been permitted to visit him in his cell. Disguised in his wife's petticoats, he walked out unmolested, when the turnkey closed the jail for the night. His wife had left a horse tied outside for him, and he made his way to New York, then held by the British. Having suffered the loss of his lands in Vermont, and of his own self-respect, he finally, in 1778, blew out his brains with a pistol.

Shortly before this event, his step-daughter, Frances Montesquieu, being then a girl of 18 years, married Captain Buchanan, a British officer. He only lived one year after the marriage; and she was a widow in 1783 and was living in Westminster with her mother, who was then a Mrs. Wall, having contracted a third marriage with one Patrick Wall.

Mrs. Buchanan was then about 23 years old, and is described as a handsome and fascinating woman. Crean Brush had left her by his will a third of his property, which amounted to something in spite of his heavy losses, and she created a decided sensation among the villagers by her dashing style and imperious bearing. Gen. Ethan Allen made her acquaintance during his frequent visits to Westminster, and a somewhat intermittent friendship arose between them. He was a widower, his first wife having died a year before. She was flattered by the attentions of the leading spirit of the new commonwealth, and was attracted by his original conversation and finer traits of character, while at times his strong nature and somewhat rough ways repelled her. The gentler feelings prevailed in time; she consented to marry him, and they were married on the 16th of February, 1784. There were some novel features about the ceremony. She and her mother at that time occupied rooms in the large mansion of Gen. Stephen R. Bradley in Westminster. The Supreme Court of Vermont was in session there, and Chief Justice Moses Robinson and one or two other judges were boarding for the time at General Bradley's.

On the morning of the day named—a sharp winter morning—while Gen. Bradley and the judges were at breakfast, Gen. Allen drove up to the door with a pair of spirited horses and black driver. Entering Mrs. Wall's apartments, he found Mrs. Buchanan in her morning gown, standing on a chair, arranging some china on the shelves of a closet. "Well, Fanny," he said, "if we are to be married, now is the time for I am on my way to Arlington." "Very well," she replied,

getting down from the chair;—"but give me time to put on my josie" (A "joseph" was the name then given to an outer garment with large cape, much worn by ladies when riding.) Soon after, the couple appeared in the breakfast room, and addressing the Chief Justice, Gen. Allen said: "Judge Robinson, this young woman and myself have concluded to marry, and we would like to have you perform the ceremony.." "When?" asked the Judge, much surprised. "Now," replied Allen. "For myself," he continued, "I have no great opinion of such formality, and from what I can discover, she thinks as little of it as I do, but as a decent respect for the opinions of mankind seems to require it you will please proceed." "General," said the Judge," this is an important matter. Have you given it due consideration?" "Certainly," replied Allen, "but," looking at Mrs. Buchanan, "I do not think it requires much consideration." The ceremony then proceeded until the Judge put the customary question, whether he (Ethan) would live with Frances, "according to the law of God." "Stop," cried Allen; then after a pause and looking out of the window—"The law of God is written in the great Book of Nature, yes, go on." The ceremony ended, Mrs. Allen's trunk and guitar case were placed in the General's sleigh, and they took their leave and were driven to the General's home in Sunderland, Bennington County. Thus did the step-daughter and heir in part of the notorious Tory, Crean Brush, become the wife of the man for whose head Brush had caused a reward of £100 sterling to be offered, four years before! A volume of Ethan Allen's "Oracles of Reason" in the State Library, bears on the fly leaf the following in Gen. Allen's bold handwriting. The book was then fresh from the press.

"Ethan Allen was born on the 21st of January, 1739, and Fanny Allen, his wife, was born the 4th of April, 1760, and were married the 16th of February, 1784. This book is a present from the author to his lady:

> Dear Fanny, wife, the beautiful and young,
> The partner of my joys, my dearest self,
> My love, pride of my life, your sex's pride,
> And pattern of sincere politeness
> To thee a welcome compliment I make
> Of treasures rich, the 'Oracles of Reason.'"

Fanny Buchanan made a faithful and affectionate wife to Ethan Allen. She was wont to hold a rather stiff curb on his impetuous nature as when she drove a nail high up in the wall of their bed room, and required him to hang his watch upon it every night when he came home from a convivial meeting, as a test that he was reasonably sober when he came in. It is reported that he did not always come home sober; but that he always made out, by hook or crook, to get his watch on the nail, and that he would then refuse to take any lecture the next morning, pointing triumphantly to the ticking instrument on the nail, as the agreed upon proof that he was not tipsy when he came to bed. She bore him three children: Hannibal; Fanny, who became a nun in a Catholic convent of Hotel Dieu, in Montreal, and Ethan Alphonso. She and their children came with him to his new home in Burlington. Some time after his death, she married as her third husband, Dr. Jabez Penniman of Colchester, who was the collector of customs for the District of Vermont under the administration of President Jefferson.

Hon. David Read, in his chapter of the history of Colchester, describes her as "a woman highly esteemed, of brilliant mind and a highly cultivated taste." She was much interested in botany and floriculture and especially in "the cultivation and improvement of wild flowers." Her full-length portrait was painted when she was about nine years old, by Copley, the famous artist. Copley also painted the portrait of her mother when she was Mrs. Brush. These portraits were formerly in the possession of Udney H. Penniman; and recently have been returned to Burlington and are now in possession of Mrs. Prof. Goodrich. They are exceedingly interesting, not only as specimen of Copley's earlier work, but as illustrating the costume of the time, and preserving the features of Ethan Allen's wife and mother-in-law.

The subject of this sketch, Mrs. Fanny Montesquieu Buchanan Allen Penniman, bore four children after her marriage to Dr. Jabez Penniman, viz: Hortensia, who married Judge William Brayton of Swanton; Udney H.; Julietta, who married Dr. Nathan R. Smith of Baltimore, Maryland; and Adelia, who married George Harrington, and after his death married the late Dr. Robert Moody, of Burlington. Four of her descendants are now residing in this city, viz: Mrs. J. E. Goodrich, daughter of Adelia; Mr. Luther Penniman, son of Udney, and Miss Minnie and Miss Effie Moore, children of Clarinda Penniman, who was the daughter of Udney.

Capt. Ethan Alphonso Allen, father of Mrs. Jennings, was a native of the Green Mountain State and was born at Burlington October 24, 1789. He was a captain in the United States Army and won merited distinction for his daring and bravery. He was a man of remarkably fine and commanding appearance and by his enthusiasm infused much patriotism into the breasts of his fellow-soldiers. He was twice married, his first union being with Mary Susan Johnston, a native of Lambert's Point, Norfolk County, Virginia, born September 26, 1797. One child, a son, Ethan Alphonso Allen, blessed this union for a time, but is now deceased; he left a son also named Ethan Allen, who had a son Ethan Samuel Allen. The mother died November 1, 1818. A number of years later Captain Allen contracted a second marriage, being united April 4, 1826, with

Martha Washington Johnston, who was born February 22, 1802, and died April 20, 1855. She was the mother of our subject and was a daughter of Capt. John Johnston, a famous mariner and a noted sea captain, who purchased the present home of Mrs. Jennings in 1798 and called it "Lebanon." Because of the magnificent driveway bordered with magnolias, the home is now called "Magnolia Grove."

An obituary of Capt. Ethan Alphonso Allen appeared in the *New York Herald* of Saturday, January 13, 1855. It is as follows:

"Capt. Allen died at Norfolk, Virginia, on the 6th inst., in the 66th year of his age. Captain Allen was a son of Colonel Ethan Allen, of Revolutionary renown, and particularly distinguished for the affair at Ticonderoga. Captain Allen was born in Vermont, and having been educated at West Point, entered the army. He served until 1821, when the army was reduced. The annexed correspondence took place on Captain Allen's retirement from the army. The first letter is from the non-commissioned officers and soldiers of his command. Colonel Ethan Allen left but two sons, of which the subject of the present sketch was the younger. His brother, Captain Hannibal Allen died while in command of Fort Nelson, Norfolk Harbor, in the year 1814. Three braver soldiers than Colonel Ethan Allen and his sons never drew sword:

CRANEY ISLAND, June 10, 1821.

CAPTAIN ETHAN A. ALLEN—

Sir:—As you are about to take your leave of us, probably never to meet again, we deem it a duty to express on the occasion of our unfeigned regret, and to tender you our united declaration of the veneration and respect we have always entertained for you as an officer during the period we have had the honor of being under your command. Be assured, sir, that we entertain the liveliest gratitude to you for your indefatigable zeal in promoting our happiness and welfare, and the discipline and good order of your command, which convince us that your aim was at all times to promote the public good in your official capacity, without oppression.

As you are now about to retire to private life from the bustle of a camp, and from the service of your country (which you have served honorably and faithfully for nearly seventeen years), it is our wish and trust that the Almighty will guide and protect you wherever you go, and that prosperity may attend you in whatever pursuit of life you may hereafter enter upon. We now bid you adieu. That the blessings and prayers of your old company may be propitious is our sincere wish.

(Signed By) . WILLIAM COOPER,
DANIEL [illegible],
GEORGE COUZENS,
JAMES HANNA

Sergeants of Company O, and by the rest of the non-commissioned officers and privates of said company.

Captain Allen received the following answer:

CRANEY ISLAND, JUNE 11, 1821.

I cannot well express the feelings of my heart to the men of the company that I have lately had the honor of commanding, for the spontaneous declaration of approbation and good wishes which has been by them tendered to me. I hope that whenever and under whatever circumstances I may hear of Company O, that its reputation for correct discipline, subordination and honorable conduct may stand unrivaled. I am now about retiring to the peaceful walks of private life. I leave you with regret. I hope that your conduct may be such as to command the esteem of your officers and the respect of the citizens. With feelings of sincere friendship. I bid you all a long and last farewell.

E. A. ALLEN.

TO COMPANY O. *Late Captain U. S. A.*

Mrs. Jennings has always been a bright, active woman. She possesses a good mind and scholarly instincts and was well educated in private institutions of learning. She has been twice married, but has been a widow for many years, both her husbands having been long since deceased. Her first marriage was with Andrew Weir, a Virginian by birth, who was born April 12, 1818, and died August 9, 1865. He was a lieutenant in the United States Navy, and upon his death left two children: Walter G., who died April 22, 1889; and Allen, who is his mother's standby and superintends her farm, giving personal attention to every detail of the farm work.

Our subject's second marriage with George Wythe Jennings, who was born at Norfolk, Virginia, October 19, 1820. He was a son of William Jennings, a native of the same city. Mr. Jennings was also a military man

of some distinction and saw active service during the Mexican War, serving as sergeant. He died December 5, 1888, and was mourned as only a good and esteemed resident can be. Both husbands were Democrats.

Mrs. Jennings is the owner of considerable real estate, which with the valued assistance of her son she manages wisely and well. Although the possessor of an ample competence, her thrifty habits will not allow her to lead an idle life, even at her advanced age, and her many and various ways of assisting people in deep distress and want have caused her to become widely known, loved and esteemed. She is an active member of the Methodist Episcopal Church, South, with which she united many years ago.

In connection with this sketch are presented the portraits of Mrs. Jennings and her father, Capt. Ethan Alphonso Allen.

DAVID R. CREECY, of D. R. Creecy & Company, is one of the greatest hustlers among real estate men, and stands second to none on investments and sales in Norfolk and its surrounding country. There are two classes of real estate dealers in the world. One class sits in the office and waits for a purchaser, while the other class goes out and finds buyers and sells land before the others even reach their office. To this latter class belongs the firm of D. R. Creecy & Company, dealers in all kinds of Norfolk realty; these gentlemen are always on the alert, ready to make big or little deals, and are among the up-to-date, wide-awake firms of the city. They started in business in 1896, with offices in the Moritz Building, but a year later moved into the City National Bank Building, at the corner of Main and Atlantic streets.

D. R. Creecy & Company have been interested in a number of large real estate transactions, principal among which have been Virginia Place, River View and a portion of the Ballentine farm. They have sold also over 1,000 building lots. They have for sale hotels, dwelling houses, fruit farms, stock and grain farms, plantations, lumber and sawmills, timberland, stores, factories, coal lands, vacant lots, summer resorts, wharf and mining property, stone and marble quarries and gold and copper mines. They publish in connection with their business, *The American Real Estate Advertiser,* a monthly paper devoted to the realty business.

Mr. Creecy was born in Norfolk County, near Portsmouth, Virginia, in 1863, and is a son of David R. and Pauline (Wilkinson) Creecy, the former of whom was born in Perquimans County, North Carolina, in 1821.

David R. Creecy, Sr., followed farming at his native place until about 50 years ago, at which time he went to Norfolk and bought a farm at Paradise Creek, near Portsmouth, where he followed market gardening. Fifteen years later he sold this place and was engaged in similar business on a farm at Sewell's Point, for two years, and later, for two years, at Berkley, Virginia, after which he retired from active life. He married Pauline Wilkinson, a native of Norfolk, who was a daughter of John Wilkinson, and died in 1898, at the age of 73 years.

The subject of this sketch acquired his mental training in the public schools of his native city, and was reared there, devoting much of his early life to clerking in a furniture store. After 14 years spent in this manner, he entered business under the firm name of Creecy & Dilt, furnishers, and continued thus for four years, when they met reverses and closed the business, paying, however, 100 cents on every dollar.

In 1885, a friend of Mr. Creecy, knowing his business capacity, urged him to take an interest in real estate. This he did, and on his first day sold 49 lots in the Park Place district, a most promising suburb of Norfolk. He knew from that time on that he had found

his calling, and perceiving that Norfolk had before it a great future, with fine opportunities for interested capitalists to invest in real estate, he went to work diligently and has since won the confidence and esteem of a large circle of acquaintances, and made some of the best sales on record. He has handled much property in Park Place, Virginia Place, River View, Ghent, Sewell's Point, Lambert's Point, Williamson's Addition, and other places, starting in while many of these suburban places were only cornfields. His main effort has been to improve them, and to sell to men who would build and make all the modern improvements. These places now boast of fine streets, walks, shade trees, etc. Besides these subdivisions, Mr. Creecy has also handled agricultural land in the county, especially for market-gardening purposes. He has also sold and handled much property for Norfolk proper, for instance, the Norfolk College, which is to be rebuilt as the Granby Hotel, and also the Atlantic Hotel. He is now developing a large area of mineral lands in both Halifax County, Virginia, and in North Carolina.

Mr. Creecy as one of the originators of the American Real Estate Company. Although a very active citizen, he has never aspired to the honors of public office.

PETER ALEXANDER AGELASTO, attorney-at-law of Norfolk, Virginia, was born at Bombay, India, February 14, 1868, of Greek ancestry. He came to Virginia with his parents in 1881, and settled in Norfolk. He was educated at the University of Virginia, from the law department of which he was graduated in the spring of 1888. After his graduation he went abroad for about a year. Early in 1889 he began in Norfolk, the practice of his chosen profession, in which he is still engaged. He has been very successful, having built up a good practice and gained a creditable standing at the bar. He is a man of scholarly attainments, and is progressive in all his ideas.

Mr. Agelasto does not belong to any fraternal organizations. His parents and two brothers also reside in Norfolk.

HENRY O. BILLUPS, who is a butcher, with place of business at stall No. 26, City Market, Norfolk, Virginia, was born in Mathews County, Virginia, in 1858. He is a son of Frank S. Billups, who was a merchant of Norfolk many years ago, and is now living in that city in retirement.

Mr. Billups grew to manhood in his native county, and attended the district schools of that time. In 1875, he came to Norfolk, where he served as an apprentice boy to Thomas Winingder. At that time Mr. Winingder was located at the old City Market, in stalls Nos. 29-31, and all animals were slaughtered on the home place. Mr. Billups soon learned all the particulars of the business, and worked for Mr. Winingder nine years and seven months. He then entered into partnership with P. B. Williamson, the firm name being Williamson & Billups, and their shop was in stall Nos. 18-20 at the old City Market. When the new City Market was opened in October, 1893, Mr. Billups secured one of the best stalls and was one of the first occupants of the new building. In 1896, he began business alone, and his trade is on the increase. He keeps only the best of meats, and his prompt and courteous attention wins for him much patronage. His shop is open from 4 A. M. to 12 P. M.

He was married to Mary W. Harris, a daughter of Hunter Harris, of North Carolina. They have two children, namely: Harry E.; and George M. Mr. Billups is a member of the following fraternal organizations: Knights of Pythias; Independent Order of Odd Fellows; Improved Order of Red Men;

Woodmen of the World; Knights of the Maccabees; National Union; Benevolent and Protective Order of Elks; and Modern Puritans. He is what may be termed a self-made man, and is possessed of good business ability, and many sterling qualities.

AMOS JOHNSTON ACKISS, who is engaged in the practice of law in Norfolk, also holds the office of Commonwealth's attorney in Princess Anne County, Virginia. He is a young man of unusual ability, and has made a success in his profession. He was born at Princess Anne Court House, Virginia, August 31, 1871, and is descended from one of the earliest settlers of Lower Norfolk County.

Caleb Lamont Ackiss, the grandfather of Amos Johnston Ackiss, was a son of Thomas and Jane (Lamont) Ackiss. He was an extensive farmer. He married Lovey Fisher, a daughter of Israel Fisher.

John B. Ackiss, the father of our subject, was reared on his father's plantation and went West to the Mississippi Valley, where he was overseer of a plantation; he returned to Virginia prior to 1861. He enlisted, in that year, as a private in Capt. E. W. Copp's company, was later discharged on acount of sickness, and never regained his health sufficiently to reenter the service. He became a commissioner of revenue of the county, and served as such until his death in 1880, at the early age of 43 years.

Amos Johnston Ackiss was nine years of age when deprived of the assistance of a father, and at the age of 11 years he began clerking in a store in the summer and attending public school in the winter. When nineteen years old he attended William and Mary College, and then became clerk of the County Court of Princess Anne County, where he took up the study of law in 1893. He then entered the law department of the University of Virginia, and was admitted to practice in 1894. He located for the practice of his profesion at Princess Anne Court House in 1895, and was appointed commissioner of courts, which office he held for two years. He then resigned to accept the office of Commonwealth's attorney, in which capacity he is now serving. On July 23, 1900, he opened an office in Norfolk, in the Citizens' Bank Building, where he spends a part of each day, having established a well-paying practice in that city.

In 1894, Mr. Ackiss was joined in marriage with Bessie Sheild Kemshall of Suffolk, a daughter of Frank and Robinett (Sheild) Kemshall. Her mother was a daughter of Robert Sheild of Norfolk, Virginia. This union has been blessed with one daughter,—Madge. Fraternally, the subject of this sketch is a member of Princess Anne Lodge, No. 25, A. F. & A. M.; Princess Anne Lodge, No. 16, I. O. O. F.; and Norfolk Lodge, No. 38, B. P. O. E.

R A. WAINWRIGHT, a leading resident and business man of Norfolk, Virginia, is a large property owner and heavy real-estate dealer in the above-named city, having successfully conducted some of the best deals yet made in that vicinity. He is indigenous to Norfolk County, his birth having occurred in 1877 in the city which is still his home. His father is Capt. R. D. Wainwright, well known in the community.

Mr. Wainwright attended various institutions of learning in his native place during his youth, availing himself of every opportunity to acquire a more comprehensive education, and finally entered V. P. I., where he took a scientific course. His college education completed, young Wainwright accepted a clerical position in the large realty office of R. M. Garrettson & Company, of New York City, and remained in

their employ for several years, or until 1900. He severed his connection with this company during that year, and went to South Carolina, where he was engaged as paymaster for the Atlantic Coast Lumber Company, and filled this position with credit to himself, and to the eminent satisfaction of his employers. While thus employed, he could not fail to see the advantages open to real-estate dealers along the coast; returning to his old home in 1901, he opened a real-estate and loan office, a business for which he had received special training and for which he has much natural adaptability, as the number and character of his recent sales go to prove. He owns some very fine real estate in Norfolk, which he is improving and preparing to market.

Mr. Wainwright is an energetic man, and understands how to make a success of his work. Besides being an excellent business man, he is a public-spirited citizen, and is no better pleased than when performing some useful service in the community. He is blessed with exceptional talents and takes a high place in social affairs.

DR. LUTHER R. CHILES, who for a third of a century has followed the calling of a physician and surgeon, has won a standing that may well be envied. No more popular or esteemed gentleman than he is to be found in Norfolk, Virginia, which place has been his home and the scene of his successful labors, for the past 10 or 11 years.

Dr. Chiles is a native of Chesterfield County, Virginia, where he was reared on a farm and attended the district schools. When he reached manhood's years, he chose to fit himself for the medical profession. Entering a well-known medical college of Virginia, he began his preparations for his life work, and in time completed the medical course with credit. A short time afterward he opened an office in Hanover County, where he engaged in the practice of his chosen profession. From the start his success was marked, and a little later he sought a broader field for his labor at Manchester, Virginia, which was his home for a period of 21 years. His practice grew and yielded good returns. Being, as he is, a thorough student, and well versed in all that pertains to his business, he was regarded, in a comparatively short time, as one of the best and ablest physicians and surgeons in Manchester, and succeeded in winning the confidence of a large element of the population, which learned to depend entirely on his efforts for success in battling disease. It is needless to say that Dr. Chiles, in addition to keeping abreast of the times, was an indefatigable worker and served his patients well. This he did too well, in fact, for his own good, causing his own health to break down, and necessitating his removal from the city in order to seek a much needed rest. In looking about for a more healthful resort, Dr. Chiles came to Norfolk, Virginia, where he found the climate to be of such benefit to him that he decided to locate here permanently, and since 1891, has been a general practitioner in Norfolk. He has not only regained his own health, but is now able to care for a large and constantly increasing number of patients. His practice is remunerative, being principally among well-to-do people.

Dr. Chiles is a gentleman who fully appreciates the duties of his profession, and at the same time does not forget the claims which the public has upon him as a citizen. While a resident of Manchester, he was elected mayor of that city and served as such for two terms. He was also elected a member of the State Senate and served one term. Being tall and of noble physique, he has a commanding appearance; in addition to his imposing personality, he is a fluent speaker, with a fine command of language.

Dr. Chiles speaks in the highest terms of the healthful climate of Norfolk, and can not say too much in its favor. He served for

some time as a member of the Board of Health, and took a very active part in the proceedings of that body. During the late Confederate War, he served as surgeon on the east side of the James River and at Georgia Hospital, and is regarded as one of the most expert surgeons in Norfolk.

Active in thought and movement, possessed of keen foresight, the Doctor is, apart from his calling, a man of influence and force; as a physician, he is both trusted and loved. His office is at No. 570 Church street. Fraternally Dr. Chiles has been a member of the following organizations: Masons, I. O. O. F., and Knights of Pythias, as well as several others. He is not now active in any.

FREDERICK E. NOTTINGHAM, who is engaged in the real estate and rental business in Norfolk, Norfolk County, Virginia, was born in Northampton County, Virginia.

Mr. Nottingham was reared on a farm in his native county, and upon the breaking out of the Confederate War enlisted and served until its close. He endured many hardships, participated in many important battles, and can relate many thrilling incidents which occurred during his service. At the close of the war, he returned home and followed mercantile pursuits until 1881. He met with reverses, and after settling all debts removed to Norfolk, where he was obliged to begin at the bottom once more. Being a man of untiring energy and perseverance, his ability was soon recognized, and he accepted a position with W. H. Turner, at one time one of the largest real estate dealers of Norfolk. When that gentleman died, Mr. Nottingham took charge of his estate, and looked after all the property owned by him. He saved money, and soon began to build and sell on a small scale. His business gradually increased, and he is now one of the largest real estate dealers in Norfolk. He has built about 500 houses in Norfolk, a record which shows the volume of business transacted by him. He believes in building up the city proper, before improving suburban property.

Mr. Nottingham was assessor in 1900. He is a self-made man, and possesses many sterling qualities. He has just cause to be proud of his business career, because he has met with success solely through his own untiring efforts.

THOMAS S. SOUTHGATE & COMPANY, Norfolk, Virginia. This firm occupies an individaul position in this section, and to them must be given credit for the development of an entirely new character of commercial business, which did not exist in the South up to a few years ago.

Business was established by Mr. Southgate individually in 1892 under the firm name of T. S. Southgate & Company. It was carefully planned and laid out on broad lines with a view to the possible development of which a distributive business was susceptible. And it may be safely said that the proportions to which it has attained is conclusive evidence to the mind of any one that the original views and expectations of this gentleman have been largely more than realized.

They may be styled "Wholesale Brokers and Southern Distributing Agents" for all classes of finished manufactured product, and have the representation of the largest and most influential manufacturers and producers in the North, East and West. They enjoy the most intimate relationship with every wholesale dealer in the States of Virginia, North and South Carolina, which fact enables them to say to the manufacturers that if they will place their interests in their hands they will guarantee to put their product with the selling mediums, which it is the desire of every manufac-

turer to accomplish. All the product is handled through this port, the aggregation of which is several hundred cars per month.

Mr. Southgate's entire attention is given to the further development of his business. He nevertheless finds time to perform a share of the duties of a public-spirited citizen, serving the city in its Councils and being connected with several of its banking institutions.

J. D. ARMSTRONG, one of the progressive citizens of Norfolk, secretary and treasurer of the J. D. Armstrong Oyster Packing Company, whose plant is located in Berkley, Virginia, was born in Baltimore, Maryland, in 1860, and is a son of Benjamin and Catherine Armstrong. His mother was a native of Virginia and his father a native of Baltimore, Maryland.

J. D. Armstrong came to Norfolk in 1876 and associated himself with H. Edwards & Company in the oyster business until 1880. He was then connected with the Norfolk & Southern Railroad Company until 1884. He then identified himself with the Nottingham & Wrenn Company, and remained with them until 1891, when he organized the J. D. Armstrong Oyster Packing Company, with D. D. Wright as president and H. E. Willis vice-president, and J. D. Armstrong secretary and treasurer. Their plant was established at the foot of Pearl street in Berkley, Virginia, and they now employ 250 workmen. Their output is 200,000 gallons of oysters per season. It is the largest packing house south of Baltimore and handles, in addition to their own plants, oysters from the Eastern Shore, James River, Chesapeake Bay and all the rivers tributary thereto. The company is capitalized at $25,000, all paid in.

In 1881 Mr. Armstrong was united in marriage with Sallie V. Thornton, who was born in Portsmouth, Virginia, in 1863, and is a daughter of Walter and Roberta Thornton. They are the parents of seven children: Walter, the manager of the business established by his father; John, the bookkeeper of the above-mentioned firm; Hattie, Lessie, Duston, Vira and Maxine. He and his family are members of the Le Kies Memorial Methodist Episcopal Church, South. Fraternally, he is a member of Grice Commandery, No. 16, K. T., of Norfolk, Virginia, being a Royal Arch Mason and Master Mason, and has been secretary of Atlantic Lodge, No. 51, I. O. O. F., for 20 years. In 1885 he organized the Massasoit Tribe, Improved Order of Red Men, in Norfolk, and has been the keeper of wampum for the last 15 years. He is also a member of the Royal Arcanum and a member of Norfolk Lodge, No. 38, B. P. O. E. He is chairman of the local board of improvement for Atlantic City Ward and has served on the City Council for eight years. He is also president of the Oyster Packers' Association of Norfolk and Portsmouth, trustee of Le Kies Memorial Methodist Episcopal Church, South, and its choir master. He is an unswerving Democrat and has always taken an active part in political affairs and has been spoken of for mayor of Norfolk, but he is connected with too many private business enterprises to accept any office in which there is any emolument.

CHARLES H. CONSOLVO, whose career, as a member of the Select Council of Norfolk, has been marked by the greatest activity in protecting and furthering the interests of the city, occupies a high place in the esteem of his fellow citizens. As a representative citizen, and one peculiarly dominated by a desire to see Norfolk in the front rank of Southern cities, he stands out prominently.

Mr. Consolvo was born at Norfolk, February 9, 1871, and is a scion of a prominent old Virginia family. His ancestry in America may be traced back to about 1730, in which year the

family became established in Virginia. He received a good education in St. John's Academy, at Norfolk, and then entered the employ of George W. Taylor & Company, a firm with which he has since been identified. He is also one of the proprietors of the Norfolk Steam Laundry, and owns the franchise for bill posting in Norfolk and vicinity. He became interested in political affairs before attaining his majority, and in 1898 was elected to the Select Council of Norfolk from the First Ward, being the youngest member of either branch of the Council. His youth has in no wise interfered with the efficiency of his service. Having entered upon business at an early age, he has had wide experience and is enabled to give all matters brought before the Council mature reflection and the proper consideration. Having evidenced his knowledge of finance and his general executive ability, he was made chairman of the finance committee, and it has since been demonstrated to the satisfaction of everyone that the selection was a wise one, and has redounded to the benefit of the people of the city.

Mr. Consolvo is unswerving in his support of the Democratic party, whose principles he believes to be wise and just, and has taken an active part in the workings of the party. He is a member of the Benevolent and Protective Order of Elks, and the Board of Trade and Business Men's Association, of Norfolk. Religiously, he is a member of St. Mary's Roman Catholic Church.

RICHARD L. HERBERT was born at Portsmouth, Virginia, July 12, 1846. His father, Francis C. Herbert, was a prominent business man, whose family came from England and were among the early settlers of Portsmouth; he was born in Norfolk County in 1808, and died in 1876. Richard L. Herbert's mother was Mary E. (Consolvo) Herbert, daughter of William and Mary Consolvo, of Norfolk, Virginia, who were of Spanish descent. She died of yellow fever during the epidemic in 1855. He has one brother, J. C., who is employed by the Post Office Department in the city of Portsmouth.

Mr. Herbert was educated at the Webster Institute, until he had reached the age of 15, when he assisted, early in 1861, in organizing the Junior Guards, an organization of boys about 15 years of age, who being full of the fervor and patriotism of youth, armed themselves as best they could with a view toward entering the Confederate Army, but were not accepted by the government on account of their tender age. They afterward acted as couriers for General Blanchard, who was in command of the department, until after the evacuation of Portsmouth. After this, young Herbert, who was determined to enter active service, ran the blockade through the Federal lines and made his way to Richmond for the purpose of joining Grimes' Battery. When he reached there he met Capt. John H. Thompson, who was acting provost marshal, and was by him detailed for service in the ordnance department, and became a private in Company A, 4th Naval Battalion, under command of Major Miner, who was afterward succeeded by Major Curling. Richard Ammon was captain of the company. Young Herbert did service in defense of Richmond against the raids of Dahlgren, Stoneman and Kilpatrick, around the Chickahominy Swamp. He continued in active service around Richmond until the evacuation and was among the last troops to leave that city to join that part of Lee's army on the south side of the James, and was captured en route and paroled. He returned home on the 18th day of April, 1865, and readily found employment. He was connected with the Seaboard & Roanoke Railroad until 1868 as machinist, and then until 1870 as locomotive engineer. In the latter year he became an engineer in the Portsmouth Volunteer Fire Department, which position he resigned in 1883 to accept that of

general superintendent of the Electric Light & Gas Company. This position he held for 11 years, during which period the first electric light plant in the Tidewater section was installed and other improvements made. During all this time he had taken an active part in political affairs and for 12 years served on the party, serving as chairman of the Democratic Executive Committee from 1873 to 1885, being a seat in the City Council two terms, and was a member of the House of Delegates of Virginia from Portsmouth City during the session of 1887-88. On May 1, 1889, having retired from the position of superintendent of the Electric Light & Gas Company, on account of failing eyesight, he received from President Cleveland the appointment of postmaster for the city of Portsmouth. In this important station, he was zealous as usual in the interest of the public, and succeeded in putting the office in the front rank of its class in character of administration and improved conveniences. In November, 1898, he was appointed by Judge A. S. Watts, of the Hustings Court, commissioner of the revenue for the city of Portsmouth, to fill out the unexpired term of Virginius Butt, deceased. In May, 1900, he was elected by the people to this same office, which position he now holds.

Mr. Herbert was made a Mason in 1868, is past master and has taken the degree of Knight Templar; he is also a member of the Odd Fellows, Royal Arcanum and Heptasophs. He has been connected with the Portsmouth Volunteer Fire Department ever since 1866, and has held the position of 1st assistant chief engineer for the past 15 years. He is a devoted member of the Chambers Steam Fire Engine Company, No. 2, one of the oldest organizations of the State, and is a brave and fearless fireman.

Mr. Herbert was married on May 25, 1869, to Mary E. Browne, daughter of Benjamin W. Browne, of Portsmouth. Mrs. Herbert's mother was Sarah Wilson and came of a prominent family of that name in Norfolk County.

Mr. and Mrs. Herbert have four children, three sons and one daughter: Calder H., a prominent business man; J. Pendleton, a first-class ships' draftsman in the United States Navy Yard; Richard A., who is a [illegible] and Ethel Browne.

OLIVER D. JACKSON, of the O. D. Jackson Realty Company, which is [illegible] largest realty compa[illegible] was born in Athens County, [illegible] He has been engaged in the real-estate business in Norfolk County, Virginia, since 1897, and there is not a better known business man in the city of Norfolk than this gentleman.

At the age of 24 years, Mr. Jackson entered the mercantile business in his native county and subsequently engaged in business with the Akron Iron Company of Akron, Ohio. He sold that business in 1882, and began to deal in and handle coal mining property, establishing mines in the town of Jacksonville, Athens County, Ohio. This is now one of the most thrifty towns of Ohio. Later, he went to Columbus, Ohio, where he continued in the same line of business, and sold $3,400,000 worth of coal mining property in Ohio. In 1895, he removed to Norfolk, Norfolk County, Virginia, and in 1898 established the O. D. Jackson Realty Company, having his offices in the Monticello Hotel building.

The O. D. Jackson Realty Company's business is largely in real estate and investment securities. It is also engaged in promoting Southern colonies and industrial enterprises. The company handles suburban properties in large tracts, also timberland and agricultural lands in large acreage. It does not handle any agricultural tracts less than $2,500 in value. The company sold a tract of 5,000 acres to the Franklin Land Company, and one of 12,000 acres to the Virginia Land & Lumber Company. The latter is known as the Wallace tract

and is being improved for truck farmers. In February, 1902, they sold a tract of 31,000 acres in North Carolina, at $120,000, and another tract of 10,000 acres adjoining, at $40,000. During 1899 Mr. Jackson sold to parties in Ohio, alone, over $258,000 of Norfolk County property. He has a large circle of acquaintances in all of the large cities, from New York to Chicago, and makes frequent trips to Ohio in order to keep before them the land in his possession. He is assisted most ably in business by his two sons, William W. and Fred H.

The O. D. Jackson Realty Company has done more to assist in the development of Norfolk and Norfolk County than any other concern of the kind in this section of Virginia, and the citizens of Norfolk have just cause to be proud of the fact that they have in their midst so progressive and public spirited a gentleman as the one whose name heads this biography.

CAPT. JOSEPH J. JONES, a well-known sea captain of Norfolk, Norfolk County, Virginia, was born in Maryland, March 2, 1854, and is a son of Darius S. Jones. Darius S. Jones was also a native of Maryland, and was a mariner for many years. He died at the age of 70 years.

Joseph J. Jones grew to manhood in Maryland, where he received his scholastic training. He began his career as a seaman at the lowest grade, but his quickness of perception, close application to duty, and thorough knowledge of the sea soon placed him in the top ranks and at the early age of 18 years he became master of a sailing vessel. His first steam vessel was the "Harbinger." Later in life he operated a line of steamers of his own, and this business was conducted under the name of the North Carolina line. He continued in that line of business for 22 years, and has followed steamboating up to the present time. Captain Jones has been a resident of Norfolk since 1878, and is always interested in that city's welfare.

Captain Jones was married to Catherine C. Holtzman, of Washington, D. C., and they have three children, namely: Catherine E.; Joseph S.; and Marie M. Two are deceased, namely: An infant, and Catherine. Captain Jones is a Democrat in politics.

EDWIN R. EASTWOOD, who is at the head of Eastwood's Private Detective Agency, of Norfolk, Virginia, was born in Gloucester County, Virginia, in 1860. He is a son of Alexander and Virginia (Wright) Eastwood.

Alexander Eastwood is a brick-mason by trade and spent his early days in Norfolk, working at that business. He is now engaged in farming. He served throughout the Confederate War, having enlisted in the Southern Army. His wife, Virginia Wright, is a daughter of John and Rachel Wright, and was born on Staten Island, New York. She is a Methodist. Of 12 children born to Alexander Eastwood, the following are now living: Edwin R., the subject of this biography; James, a farmer of Gloucester County; Alice, who married Dr. William Simcoe, of Gloucester; Alberta, the widow of Capt. Walter Almond, Jr.; Albert, a farmer, of Gloucester; Virginia, who married Captain Marshall, and is living at West Point, Virginia; Rachel, who married Captain Tucker, and is living in King and Queen County, Virginia; and Garry, who is living at home.

Edwin R. Eastwood attended public and private schools in his native county. After leaving school he farmed somewhat, and then went to Baltimore, Maryland, where he became a commercial traveler. From that business he went into the service of the Atlantic & Danville Railroad Company, now known as the Southern Railway Company, and worked as

clerk for that company a short time. In 1881 he engaged in the private detective business, which he commenced for the Southern Railway Company, with headquarters at Richmond, Virginia. Later he removed to Norfolk, where he established Eastwood's Private Detective Agency, the only agency of the kind in Norfolk. His offices are in the Citizens' Bank Building. Mr. Eastwood is a man of shrewdness and is possessed of those attributes which go to make a successful detective. He was deputy United States marshal and also a city detective for some time. He has met with much success in his chosen work.

In 1885 Mr. Eastwood married Fannie Johnston, a daughter of J. L. Johnston. She was born in Gloucester County, Virginia, in 1861. Mr. Eastwood is a Republican in national politics. Fraternally he is a member of the Knights of Pythias.

CAPT. THOMAS MUSE SOUTHGATE, who is in command of the vessel "Mobjack," which is owned by the Old Dominion Steamship Company, and which is conceded to be the fastest vessel in the service of that company, was born in King and Queen County, Virginia, September 19, 1838. He is a son of James S. and Myra Anne (Muse) Southgate.

James S. Southgate was a Virginian by birth, and for many years followed the occupation of a farmer. In connection with his agricultural pursuits he also conducted a boarding school. He removed to Norfolk in 1853, where he died at the age of 73 years. He married Myra Anne Muse, who was a daughter of Thomas Muse. That gentleman was clerk of Middlesex County, Virginia, for 30 years. Mrs. Southgate died at the age of 67 years. Of five children born to her, but two are living, namely: James; and Thomas Muse, the subject of this sketch.

Thomas Muse Southgate grew to manhood in his native county. He removed to Norfolk in 1853. At the age of 16 years he shipped as mate on the steamer "Star." This was the first vessel he ever took passage on and was also the first vessel of which he became master. He was captain of the "Star" at the age of 19 years. His rise was rapid, as can be readily seen by his promotion to be a captain at that early age. In 1870 he entered the service of the Old Dominion Steamship Company and was given command of the steamer "Olive." Since that time he has had command of the "Pamlico," "Newberne," "Shenandoah," "Mantio," "Northampton," and his present vessel, the "Mobjack." This steamer, as before mentioned, is considered the fastest one owned by the Old Dominion Steamship Company, and is a beautiful vessel. Captain Southgate was in the Confederate service during the Intersectional War and saw much active service in the naval movements on these waters.

Captain Southgate married Mary E. Portlock, and they have six children, as follows: Thomas S.; Myra Muse; Elizabeth; Fannie B.; Helen H.; and Hugh Lawton. The Captain is a member of the Knights of Honor and the Royal Arcanum. His record as a vessel commander is above reproach, and his career has been a very successful one. He possesses many admirable traits of character, which greatly endear him to his acquaintances, and [illegible]

JOHN FRANCIS LAWLER, city sergeant of Norfolk, Virginia, was born in Richmond, Virginia, May 18, 1855, and is a son of John and Susan (Shaw) Lawler.

John Lawler was born in County Queens, Ireland, and his wife was born in County Wexford, Ireland. They came to the United States, locating in Richmond, Virginia, where Mr. Lawler followed his trade of blacksmithing.

In 1855 he removed to Norfolk, where his death occurred at the age of 72 years. Of 13 children born to this couple, but five are now living, and these are residents of Norfolk, with the exception of P. H. Lawler, who lives in Washington.

John Francis Lawler, whose name heads these lines, was reared in Norfolk, where he attended the public and parochial schools. After leaving school he entered the United States Navy, as a carpenter's mate, and was on the U. S. S. "Plymouth" for three years. At the expiration of that time he entered the contracting and building business in Norfolk, in partnership with A. F. Holmes, under the firm name of Lawler & Holmes. They followed this business for 15 years, during which time they erected many of the fine business buildings and private residences now standing in Norfolk. They erected the Ballentine home in Brambleton, and the Ballentine and Haddington blocks in Norfolk. While engaged in the contracting business they established a livery stable on Cove street, which they sold out to W. T. Davis in 1888. In that year Mr. Lawler was elected fire commissioner, but resigned that position later, and was elected, on the Democratic ticket, to the State Legislature, in which he served during 1889 and 1890. He made a record worthy of mention, and was a supporter of the Belt Line Bill, which was fought very hard by the city of Portsmouth. Mr. Lawler succeeded in getting this bill through.

In 1896 Mr. Lawler was nominated and elected to the office of city sergeant, and is now serving his third term in that office. During his last term he had two executions, which is the greatest record of the kind made by any sheriff in the past 60 years. He treats the prisoners with kindness, but never swerves from the path of duty. During his service in the office of city sergeant, an operating room and an isolation hospital have been added to the old jail, and a new jail has been built.

Mr. Lawler was a member of the Democratic committee and was the first chairman of Brambleton Ward, when it was annexed to Norfolk. He did much in the matter of annexing the ward and it became a part of Norfolk in 1887, three years after he erected his home. Mr. Lawler has always taken a deep interest in military affairs, having served as drummer boy in the "Guard" during his youth. He was also quartermaster and sergeant in the 4th Regiment, Virginia Infantry, for five years.

Mr. Lawler married Nora Donovan, daughter of Patrick and Mary Donovan. She was born in Richmond, Virginia, but when she was a child her parents removed to Norfolk, where she was reared and educated. Nine children have been born to Mr. and Mrs. Lawler, five of whom are now living, namely: John B.; Lee; Emmett; Vincent, and Nora.

Mr. Lawler is a member of several fraternal organizations, among them being the Benevolent and Protective Order of Elks; Emerald Beneficial Association; St. Patrick's Benevolent Society; Ancient Order of Hibernians; Knights of Columbus; National Union; Catholic Benevolent Legion; Eagles; Improved Order of Red Men; and the Board of Trade and Business Men's Association of Norfolk. He is a prominent man in local circles, and is highly esteemed for his many admirable qualities.

JESSE A. HAMILTON, who gallantly served in Mahone's Brigade throughout the Confederate War, is a prominent truck farmer located on the Western Branch of the Elizabeth River, in Norfolk County, Virginia. He was born in Nansemond County, Virginia, October 23, 1842, and is a son of Jethro Hamilton, also a native of Nansemond County.

Jesse A. Hamilton came to Norfolk County in 1861, and at the age of 18 years enlisted in the Confederate Army before the actual secession of Virginia. He was in Company A, 16th

Regiment, Virginia Infantry, and served until the close of the war, in Mahone's Brigade, Anderson's Division. He actively participated in the battles of Malvern Hill, Manassas, Crampton's Gap, Fredericksburg, Chancellorsville, Salem Church, Gettysburg, Bristol, Mine Run, the Wilderness, Spottsylvania Court House, Anderson Farm, near Hanover Junction, the Crater, and Hatcher's Run. He was wounded three times during the last year of the war, first at Hanover Junction, May 27, 1864, when he received a wound in the right shoulder. He was wounded at the battle of the Crater July 30, 1864, being struck by a shell in the left hip, and disabled until January 1, 1865. On February 7, 1865, he was again wounded at Hatcher's Run, being hit by a rifle shell in the right hand and wrist.

Upon his return home after the war, he engaged in agricultural pursuits and has since continued thus. He has been located on his present farm of 104 acres since 1875, and has carried on trucking on an extensive scale, and with good results. He is one of the substantial men of the community and has many friends.

December 31, 1874, Mr. Hamilton was united in marriage with Anna H. Love, and they have reared five children, namely; Minnie L.; Clarence; Anna S.; Margaret; and Marvin G. Fraternally he is a member of the Knights of Pythias and Royal Arcanum.

HS. HERMAN, who holds the responsible position of treasurer of the city of Norfolk, Virginia, was born in Nansemond County, Virginia, December 5, 1859. Shortly after his birth he was brought to Norfolk, where he lived until 1866, when he was taken to Louisiana and lived there until 1870. He was taken to Minnesota in the fall of 1870 and lived there until the fall of 1872, when he came to Norfolk to live permanently. He was educated in the Norfolk Academy and at the age of 17 years began work in a wholesale boot and shoe house. He remained in that business four years and then entered the banking business, in which he was engaged 16 years.

Mr. Herman was elected a member of the Common Council from the Second Ward in 1894, and served most acceptably in that body until 1896. In 1897 he was elected city treasurer, carrying all of the wards in the city, with the exception of the 4th. He has since been re-elected to that office, and this fact alone proves his ability to hold such a position. This is one of the most important offices in connection with the city government, and Mr. Herman has won much praise for his faithfulness in the discharge of his duties. He is keenly alive to the interests and progress of Norfolk, and is interested in several important enterprises. Although his duties in the office of city treasurer have been exacting, Mr. Herman has found time to engage in other undertakings, and is a business man in every sense of the word.

The subject of this sketch married Martha Sigourney, a daughter of Andrew Sigourney, November 24, 1887. They have two sons, Andrew Sigourney and William Foster.

Mr. Herman was elected president of the Board of Trade and Business Men's Association, of Norfolk, in 1901, and again in 1902, having been for several years chairman of the executive committee of that organization. He is also prominent in fraternal organizations, being a member of the Masonic order, Knights of Pythias, Elks, Mystic Chain and others. By virtue of his many sterling qualities and his manliness of character, he has won many friends, and is esteemed by all as one of the best citizens of Norfolk.

JOHN J. HALL, who is engaged in a prosperous mercantile business in partnership with his brother, William W., is a substantial citizen of Great Bridge, and exerts a wide influence in the promotion of the town's best interests.

He is a son of William H. Hall and a grandson of Willis Hall, both of these honored gentlemen having been born at Great Bridge. The Hall family have lived in Norfolk County since a very early day, and played their part in the history of the county. William H. Hall owned a large plantation and a number of slaves. He was united in the bonds of matrimony with Argy Hall, who was also born at Great Bridge, and they had seven children, four of whom still survive, namely: John J.; William W., engaged in business with the subject hereof; George M., the efficient postmaster at Great Bridge, who was appointed to that position in 1896; and Virginius. The beloved father of these children departed this life in 1895.

John J. Hall was born October 28, 1848, at Great Bridge, Norfolk County, Virginia. He remained under the parental roof until he had acquired a sufficient mental training in the schools of Bell's Mill to enable him to cope more intelligently, than he otherwise could, with the many probems of life. In 1871 he engaged in mercantile pursuits at Bell's Mill, and was successful for seven years. In 1882 he moved to Great Bridge and there established his present business, taking into partnership with him his brother, William W. The honesty and uprightness with which he conducts his affairs, and which distinguish his dealings, detract in no way from his popularity, and he is respected and esteemed by all who know him.

Mr. Hall has been twice married. He was first united in marriage with Martha Lockwood, who was born in Norfolk, and they had one child, a daughter, named Willie L. In 1896, some time after the death of his first wife, he was united in marriage with Josephine Holman, a native of Norfolk County. They attend the Berea Christian Church, and are identified with all its interests.

Mr. Hall is Democratic in his political opinions and is outspoken in his endorsement of that party's aims. Fraternally he is a Mason.

SAMUEL C. PHILLIPS, a well-known dealer in furniture, stoves and carpets and other household furnishings, with place of business at present at Nos. 331-337 Church street, Norfolk, Virginia, was born in that city March 8, 1843.

His father, Samuel Phillips, was a native of the Eastern Shore, Virginia, and was a steamboat captain for many years. In 1840 he removed to Norfolk, where he resided until his death, which occurred at the age of 47 years. He was a consistent member of the Catholic Church. He married Annette Meagher, who was born in Charleston, South Carolina, and by her had two children, George A. and Samuel C.

Samuel C. Phillips, the subject of our biography, received his education in the Norfolk Military Academy, then conducted by Prof. William R. Galt. After the war, in 1867, Mr. Phillips embarked in the notion business on Main street, at the head of Commercial Place, which he conducted successfully for several years. He started his present business on a small scale some five years ago and now carries one of the largest stocks of furniture, carpets and house furnishings in the city, occupying three large stores, the center one of which is three stories in height, and every available space is occupied. He employs seven assistants and does an extensive business throughout Virginia and North Carolina.

Mr. Phillips has become very well known in Norfolk as a reliable and trusworthy man, and all his dealings are honest and fair with all. His success has been of his own making and he has worked with untiring energy, and every day makes new customers. He holds office in several local organizations, notable among which are Pocahontas Council, No. 493, Royal Arcanum, in which, after passing through all the chairs, he has been made trustee of its funds. He is secretary of the Emerald Beneficial Association, as also of the Catholic Knights of America and a director of the Twin

City Permanent Building Association, as also a director of the Traders' & Truckers' Bank of Norfolk, Virginia, a stockholder of the Tidewater Fire Insurance Company, and a member of the Business Men's Association.

JAMES S. GROVES,* president of the James S. Groves & Company, wholesale commission house, vice-president and general manager of Chautauqua-by-the-Sea Assembly, vice-president and manager of the Virginia Beach Development Company, president of the Virginia Beach Ice Company, and vice-president and general manager of the Ocean View Pleasure Company, has been a resident of Norfolk, Virginia, for only nine years, but is a practical real estate man, and is looked upon as an authority in real estate deals and investment securities, having devoted many years to the business.

Mr. Groves was born at Wellington, North Carolina, and was reared and schooled in the same locality. When grown to manhood, he went to Roanoke, Virginia, where he engaged in the real estate business and for seven years was instrumental in developing that city. During that time he served in the City Council, was a director of the Exchange Bank, and at one time was a candidate for mayor of that city.

Upon locating in Norfolk Mr. Groves' long experience in the real estate business gave him an insight into the future of the city, and he was quick to grasp the opportunities there offered. He has ever since been one of the principal factors in its development and improvement. In 1894 he established, at Nos. 39 and 41 Roanoke dock, the wholesale commission house of James S. Groves & Company, one of the most prosperous wholesale mercantile establishments of Norfolk. S. J. Kennedy is secretary and treasurer of the company; all kinds of produce from Florida, Tennessee, North Carolina and Virginia, are handled with facility, and large shipments are made to the North, and throughout the eastern part of the United States.

In 1900 Mr. Groves became interested in the Virginia Beach Development Company. He has served as vice-president and general manager of that company since its organization. He was one of the organizers of the Ocean View Pleasure Company. In 1900 this company built a pier, 1,000 feet long and 20 feet wide, all above high tide, which has done much to make the place what it is to-day, a famous pleasure resort. From this pier fishing can be indulged in to the heart's content. Seats are provided for those desiring to watch the boats, or to enjoy the ocean breeze. A "merry-go-round" and a vaudeville performance, accompanied by a fine orchestra, provide ample entertainment for the pleasure seeker.

Few men of Norfolk have been more energetic and active in building up that city than has Mr. Groves, and to such men as he are due its wonderful strides of improvement and progress. Although he has never sought office in Norfolk, he is an active worker in the interests of his adopted home, and is esteemed by all who know him. He is a valued member of the Board of Trade and Business Men's Association, of Norfolk.

HARRY K. WOLCOTT* is the senior member of the firm of Wolcott, Wolcott & Gage, a combination of legal talent which has attracted wide attention by its success in practice and takes rank among the leading law firms of Norfolk.

Harry K. Wolcott was born in Granville, Ohio, October 23, 1868. He attended the common schools of Van Wert County, Ohio, and then entered upon the study of law in the University of Michigan, at Ann Arbor. He graduated from that institution with the class of 1892 and in that year was admitted to the bar

in the State of Ohio. He was engaged in the practice of his profession, alone, in Van Wert County, until April 27, 1894, when he became associated with his brother, Edward W. Wolcott. They gained a lucrative patronage and continued in practice there until 1895, when they removed to Norfolk, Virginia, and were admitted to practice in the same. Their success was immediate, and in 1898 they took into partnership Ralph P. Gage, also of Ohio. They have had charge of many cases in the courts of Norfolk County, and Harry K. Wolcott won an enviable reputation as a criminal lawyer, in the trial of Orville I. Fleming, on the charge of murder. His whole interest is centered in his profession, which he has fully mastered. He is as successful in the preparation of cases for trial as in the argument before court or jury. The offices of the firm are located in the City National Bank Building. Mr. Wolcott is an active worker in the Y. M. C. A., of which he is a director.

Edward W. Wolcott was born in Granville, Ohio, April 19, 1871, and was reared and educated in Van Wert County, Ohio. He was admitted to the bar of Ohio in 1894 and then became a partner of his brother, Harry K. Wolcott. He is a Republican in politics, and when but 22 years of age was elected chairman of the party organization in Van Wert County, Ohio. He also came to Norfolk, Virginia, to engage in the practice of his profession, and stands well, both as a member of the bar and as a citizen.

ARTHUR C. FREEMAN,* a prominent business man of Norfolk, Virginia, was made manager of the Mutual Life Insurance Company in 1895. He was made superintendent of the company's agents for Virginia, under O. F. Bresee & Sons, the following year, and was then promoted to be one of the executive special agents of the company, in which capacity he has displayed rare ability.

Mr. Freeman was born in Norfolk in 1845 and is a son of Joseph M. Freeman, and grandson of Joseph Freeman. His father was born in Yorktown, Virginia, and learned the jewelry trade from Joseph Clarico, who manufactured and sold watches and jewelry in Norfolk, in 1792. Joseph M. Freeman married the daughter of his employer, and succeeded to the ownership of the concern in 1831. The business passed into the hands of the subject hereof in 1873. Mrs. Freeman died in 1876 and her husband passed away in 1882. They reared five sons, who served in the Confederate War, as follows: Virginius; Joseph M.; William H.; Robert; and Arthur C. Virginius, who was a chief engineer in the United States Navy, resigned to offer his sword to the State of Virginia. He was immediately appointed a chief engineer in the Confederate States Navy and ordered to New Orleans, where he remained until the fall of that city. He was then stationed at Charleston until it capitulated. He surrendered at Greensboro, North Carolina, with Johnston's army. Joseph M. also served in the United States Navy, and resigned in 1853 to engage in business with his father. At the outbreak of the war he joined the Confederate States Navy, and later became a member of the Norfolk Light Artillery Blues; still later he again served in the navy. William H. raised a company, and was made a captain in the Confederate States Army. Resigning in 1864 he went into the Confederate States Navy and was stationed at Wilmington, North Carolina. Robert served in Company G, 6th Regiment, Virginia Infantry, Mahone's Brigade. He participated in all the battles of that brigade, and was captured on the retreat following the battle of Gettysburg. He was exchanged, and enlisted in the Confederate Navy and was on board the "Albemarle" when that vessel was blown up. Joseph M. Freeman was elected treasurer of the city of Norfolk but refused to qualify. He served, however, as a member of the Select Council of the city.

Arthur C. Freeman attended private school

in Norfolk, and in 1861, when the Confederate War broke out, enlisted in the City Guard, of Norfolk. He was with that body until it disbanded and then enlisted in North Carolina, as orderly sergeant in the Goldsboro Guards, under Captain Gregory. He was transferred to the navy and served under command of Commodore Tatnall and Commodore William Wallace Hunter. He was one of the officers in the expedition that captured the United States steamer "Water Witch."

Lieut. Thomas Pelot, C. S. Navy, who led the expedition, was killed in action. After the fall of Savannah Mr. Freeman was ordered to the "Chicoro" at Charleston, and upon the fall of that city went with the naval brigade to Drewry's Bluff, and served until the close of the war. He has since resided in Norfolk and is one of the substantial business men of the city. In 1901, at a banquet given in Washington, he was presented by the Mutual Life Insurance Company with a beautiful gold watch, with monogram and date, for being the largest insurance writer in their employ in the State of Virginia.

Mr. Freeman was united in marriage with Emma B. Blow, a daughter of Judge George Blow. She comes of a very prominent family in this locality. The first of the family in this country was Samuel Blow, who, it is supposed, came from England, as he received from the crown a large grant of land, located in Sussex and Hampton counties, Virginia. His son, Richard Blow, settled at Portsmouth, although he owned interests on both sides of the river. He was president of one of Norfolk's earliest banks. He was also a large ship merchant, and owned numerous sailing vessels which plied between Norfolk, the West Indies and other ports. He received a vote of thanks for the use of a ship by the government, during the Revolutionary War. He left a large property, to which his son, George Blow, added large estates on the James River, and abandoned the business of a ship merchant for the plantation. George Blow married Eliza Waller, a daughter of Robert Waller, and to this union Judge George Blow was born.

Judge George Blow, father of Mrs. Freeman, was educated at the University of Virginia, and graduated from the law department. He then went to Texas, where he acquired a large practice and was elected to Congress. He subsequently returned to Norfolk, where he practiced law, and was elected to the State Legislature. He was a personal friend of Stephen A. Douglas and served as a Douglas elector. Whenever Mr. Douglas visited Norfolk he was a guest of Judge Blow. He was elected a delegate to the Constitutional Convention, and served a period of 15 years on the Circuit Bench. For many years he was a partner of John Goode, and retired from practice at an advanced age. He was a fine speaker and writer. He died in 1893, at the age of 80 years. He was lieutenant colonel of the 41st Regiment, Virginia Infantry, at Sewell's Point. He married Elizabeth Allmand, a daughter of Albert Allmand, and they became the parents of the following children: Allmand A., a mining engineer of Denver, Colorado, who married Miss Goodell, of that city; George P., who served in the United States Navy many years, was an officer on the "Maine," when that battleship was blown up, married Adele Matthewson, of LaSalle, Illinois, and is now living a retired life in Chicago; Maggie, wife of Warren G. Elliott, who is president of the Atantic Coast Line system; Emma C., wife of Arthur C. Freeman; Eliza W., wife of M. S. Atkinson, of Baltimore, Maryland; Lulu, who married William B. Page; Jennie, who married E. Hoff; and Atala, wife of Lewis Noble. About 1857 Mrs. Elizabeth Allmand gave her daughter, the wife of Judge Blow, a large lot adjoining his residence on Boush street, and here they caused to be erected a magnificent four-story, brick residence, which is now owned by his daughter, Mrs. Arthur C. Freeman.

Arthur C. Freeman and his wife have three children, as follows: Emma B., wife of Lieut. Allen M. Cook, U. S. Navy; Elizabeth All-

mand; and Arthur C., Jr., a civil engineer. The subject of this sketch served as a justice of the peace several years. He is a member of the Board of Trade and Business Men's Association, of Norfolk, and of Pickett-Buchanan Camp, Confederate Veterans; and belongs to the Masons and Elks.

ROMEO M. DOZIER,* police sergeant of the Atlantic City Ward police force, was born in Churchville, Virginia, December 11, 1855, and is a son of Cornelius and Elizabeth S. (Dennis) Dozier. Cornelius Dozier served in the Confederate War, and was killed in the battle of Malvern Hill, June 2, 1862. His wife then removed to Norfolk.

Romeo M. Dozier was reared in Norfolk. When a mere lad he was in the naval service of the government as steward's attendant about 20 months. He then learned the tinsmith's trade under Mr. Watson's instruction, and worked for that gentleman eight years. His next work was as rate keeper at the Elizabeth River ferries, where he continued for five years. He became toll collector for the Atlantic City toll bridge, and after spending seven years there was employed as assistant in the city water works department. March 1, 1898, he was elected police sergeant of the force at Atlantic City. This was the first police protection afforded to that ward, the area of which is larger than the city of Norfolk and Brambleton combined. At that time there were but five policemen, but now there are nine regulars. Their names are: Romeo M. Dozier; J. L. Henderson; E. B. Forrest; B. J. Jones; E. Whitehead; A. S. Hunley; B. F. Whitemore; G. L. Marshall; and A. Brown, special. The policemen's pay in 1898 was but $2.00 per day, but Mr. Dozier succeeded in obtaining an increase of 25 cents per day for them. They are prompt, active and efficient. Mr. Dozier served for several years as county constable, and was chairman of the local board when he resigned to accept the office of police sergeant.

He has been twice married. His first wife was Miss Margaret Ellen Fentress, a daughter of Ezekiel Fentress, of Princess Anne County, Virginia. She died, aged 31 years, leaving the following children: Susan E.; Mary E.; Romeo M., Jr.; William C.; and an infant son, deceased. Mr. Dozier formed a second union, in this instance with Mattie V. Hill, a daughter of George W. Hill, of Norfolk, and their children are: Mattie V.; Emmett W.; Nellie M.; George W.; Ruth B.; Luther L.; and Clara L. Three children are deceased, namely: Horace, Charles L. and an infant son.

Mr. Dozier is a charter member of Atlantic Lodge, No. 51, I. O. O. F., and is also a member of the I. O. R. M., K. O. T. M. and Jr. O. U. A. M. He is well known in Atlantic City and Norfolk, where he is highly esteemed as an honest, upright citizen.

JOHN H. WATERS,* who has charge of the sewer pump station at the corner of Duke and Ward avenues, Atlantic City Ward, Norfolk, Norfolk County, Virginia, was born in Norfolk, in 1873. He is a son of Capt. Bray B. Waters, one of Norfolk's oyster raisers and boatmen.

Capt. Bray B. Waters owns and conducts an oyster-boat, having been engaged in that business for many years. He served in the old 9th Regiment, Virginia Infantry, during the Confederate War, and was wounded at the battle of Malvern Hill. He served as a pilot on the James River during the war.

John H. Waters, the subject of this sketch, attended the public schools of Norfolk, and assisted his father in tonging oysters until he was 19 years old. He then began the study of electricity and worked himself up to the grade of a first-class electrician. In 1898 he was given charge of the pumping station at the

corner of Duke and Ward avenues, which drains the southwestern part of Ghent and carries to Atlantic City. A five horse power motor is used, which is an automatic machine. This motor works but two-thirds of the time in order to do all the work necessary, and is one of the modern improvements put into use to successfully drain Ghent and its lower lands. Mr. Waters gives his entire time to this task and is a faithful and conscientious workman. He was married to Vera Pyles, a daughter of John Pyles, of Norfolk.

CAPT. SELBY AUGUSTUS HARNEY,* who is in command of the steamer "Hampton," and in the employ of the Old Dominion Steamship Company, was born in Currituck County, North Carolina, October 30, 1857. He is a son of Thomas Smith and Jennie (Woodhouse) Harney.

Thomas Smith Harney was born in Camden County, North Carolina, and was a master mariner, sailing on inland waters. He died at the age of 62 years. His wife, who was born in Currituck County, North Carolina, died at the age of 48 years. They had five children, four of whom are now living, namely: Selby Augustus, the subject of this sketch; Capt. George W.; Mrs. Lurania Morgan; and Mrs. Carrie E. Zoeller. William is deceased.

Captain Harney received his mental training in his native county, and in the public schools of Elizabeth City, whither his parents had removed. At the age of 15 years he began steamboating as a mail agent, and followed that occupation for three years. He was in the coast survey service for three years, sailing the waters from Maine to the Gulf of Mexico, and up the Mississippi River as far as Vicksburg. He became connected with the Old Dominion Steamship Company October 30, 1882, and has remained in the service of that company up to the present time. He was promoted to be a master at the age of 21 years, and has had command of the following vessels: "Enterprise," "Luray," "Hampton Roads," "Nantasket," and "Hampton," of which he became captain in April, 1901.

Captain Harney married Mamie M. Southall, who was born in Smithfield, Virginia, and is a daughter of T. H. Southall, who represents an old family of Virginia. The Captain and his wife have two children, namely: Catherine Moore and Sally Southall. Captain Harney is a member of the following fraternal organizations: A. F. & A. M.; K. of P.; B. P. O. E.; Royal Arcanum; Knights of the Mystic Chain; Old Dominion Benevolent Association; and a social club at Hampton, called "Powhatan."

Captain Harney makes his home in Hampton, where he has a host of well-wishing friends. His record as a captain is excellent, and he is held in high esteem by his employers and those who are beneath him in rank.

WILLIS A. JENKINS,* a well-known educator of Portsmouth, Virginia, is principal of the Portsmouth High School and supervisor of the schools of the second district of the city. He was born at Portsmouth, September 24, 1860, and comes of a prominent family of Norfolk County. He is a son of John S. Jenkins, and a grandson of Jethro A. Jenkins, a native of Portsmouth, and one of the incorporators of what is now the Seaboard Air Line Railway, with which he was identified until its first reorganization.

John S. Jenkins was born at Portsmouth and was graduated from the law department of the University of Virginia. He engaged in the practice of law, first as a member of the firm of Stubb & Jenkins, and later alone. He was a Union man in principle, and wrote articles against secession. Thus he remained until Virginia seceded, and then he went with his State.

He was a member of the 4th Regiment, Virginia Infantry, and was killed in Pickett's charge at Gettysburg, being one of those to cross the stone wall. He held the rank of adjutant and was 31 years of age when he died. He married Miss Hargrove, a daughter of W. W. Hargrove, who operated a stage line between Portsmouth and Suffolk, his home being at Hargrove's Tavern, Poplar Grove. Mr. Hargrove was in the Mexican War, and died soon after its close. As a result of their union Mr. and Mrs. Jenkins had two sons, Willis A. and John S., who was born July 9, 1862, and is a member of the law firm of Boone & Jenkins, of Norfolk. At the close of the Confederate War, Mrs. Jenkins opened the Portsmouth Seminary for Young Ladies, which she conducted for a period of 30 years. It was a well-conducted institution, and the average attendance was from 80 to 90 pupils. Mrs. Jenkin's maintained this seminary until the early "nineties," when it was turned over to Miss Bain, who sold it to Miss Holladay. It is not now in operation. Mrs. Jenkins has always been a woman of affairs, and has taken a deep interest in educational matters. She has been president of the United Daughters of Confederacy, and is president of the Portsmouth Students' Club. She is broad-minded and well educated, and has traveled extensively in Europe.

Willis A. Jenkins attended his mother's school until he was 14 years of age, and then entered Phillips' Military Academy, which was conducted by C. T. Phillips, now clerk of the court. He remained in that institution two years and then, in 1876, went to William and Mary College, from which he was graduated with the degree of Bachelor of Philosophy in 1878, at the age of 18 years; he is one of the youngest graduates of that institution. In 1890 he took the degree of Bachelor of Arts. After 1878 he was engaged in teaching, with his mother, for several years, and then became assistant bookkeeper for Hymans & Dewey. He traveled in the South for one year, and then for the following year sold bitters, etc., for Hodgeman, Spencer & Company. He next returned to the institution conducted by his mother, and taught for a few months. He was engaged in the real estate and insurance business with John L. Watson about one year. In October, 1887, John W. Young, principal of the fourth district school, at Portsmouth, died and Mr. Jenkins was elected as his successor, taking charge in December, 1887. In September, 1888, he was elected to his present position as principal of the Portsmouth High School, and supervisor of the second district schools. He has also been very active in normal school work. For two years he was an instructor, appointed by the State Board of Education and for the past 10 years he has been associate manager of the Virginia Summer School of Methods, together with E. C. Glass, superintendent of the Lynchburg (Virginia) school. He is a member of the board of directors of the Portsmouth Business Men's Association.

Mr. Jenkins was united in marriage with Miss Dews, who was born in Portsmouth, and is a daughter of Duras C. Dews, and they have had five children, namely: Herndon; Margaret V.; Willis A., Jr., deceased; Julius Dews; and Winbourne. Mr. Jenkins is a member of the Methodist Episcopal Church, South.

ALBERT STAHL* is a gentleman who needs no introduction to the citizens of Norfolk County. His record of public service as a member of the City Council of Norfolk, and his two thriving business houses in that city, have brought him prominently before the public as a man worthy of the highest respect and esteem. He is a practical decorator and dealer in wall paper, at No. 253 Church street, and also at No. 102 Granby street.

Mr. Stahl was born in Sandusky, Ohio, July 19, 1857. His parents moved to Balti-

more, Maryland, shortly after the Confederate War and there he was reared and educated. He learned the art of decorating in March, 1873, and since then has been engaged in that line of business. He has traveled extensively throughout the country, principally visiting the larger cities, where he followed his profession. He located in Norfolk, Virginia, in 1885 and engaged in the wall paper and decorating business. Beginning in a small and unpretentious manner, his business has grown year by year until his establishment is now unrivaled in the city. Of his two places the one at No. 253 Church street was first started, and carries a larger and more general stock than the other. The business at No. 102 Granby street is new, and very exclusive in the stock carried, which is a superb line of the latest and newest designs in foreign and domestic paper hangings. As a practical decorator Mr. Stahl is considered one of the best in the South, and specimens of his work may be found in the Atlantic Hotel, the Marine Bank and in many of the private residences in Norfolk.

Mr. Stahl has always been a stanch supporter of the Democratic party but never entered actively into politics prior to 1898, when he was elected a member of the City Council from the First Ward. He has ever been an enthusiastic advocate of all measures calculated to benefit and develop the city, and has been particularly active in improving the public schools of Norfolk, and the streets of the city. He also rendered efficient service for two years as a member of the Board of Fire Commissioners.

Albert Stahl is married and has one son, and with his family, attends the Presbyterian Church. Fraternally he is a member of Atlantic Lodge, No. 2, A. F. & A. M.; Norfolk United Chapter, No. 1, R. A. M.; Grice Commandery, No. 16, K. T.; Acca Temple, A. A. O. N. M. S.; Norfolk Lodge, No. 38, B. P. O. E.; Lodge No. 228, Royal Arcanum; Improved Order of Red Men; Golden Chain; and Ancient Order of United Workmen. He is also a member of the Board of Trade and Business Men's Association, of Norfolk.

R. H. McLEAN*, who is master boat-builder at the Norfolk Navy Yard, was born in Portsmouth, in 1833. He is a son of R. and Elizabeth P. (Tutton) McLean.

R. McLean was a native of Maryland and removed to Portsmouth in 1828. He was a stone-mason by trade, and was one of a number who went to Fortress Monroe to build the fort. At the completion of that work he moved to Portsmouth to build the stone dry dock at the Gosport Navy Yard. The dock was completed in 1833 and Mr. McLean worked on it until his death in 1832. He was but 33 years old at the time of his death. His wife died in Baltimore in 1881. Of five sons born to them but one is now living.

R. H. McLean, the subject of this sketch, went to Washington after his father's death. He remained there but a short time, when he moved to Portsmouth. There he received his mental training, partly in the old Portsmouth Academy and later in the public school. He was apprenticed as a boat-builder at Norfolk, under Richard Vermillion. He completed his apprenticeship there and after Mr. Vermillion's death went to work at the Navy Yard as a mechanic, under Thomas Johnson, now deceased. That was in 1854, and he continued at that work until 1873, when he was appointed master boat-builder to fill the vacancy made by the resignation of William Hitchings. With the exception of four years, during which time he was engaged in the grocery business he has since continued in the capacity of master boat-builder. All of the vessels made and repaired in the Navy Yard are under Mr. McLean's supervision. He now has 56 men under his charge, probably three times as many as when

he first accepted the position of master boat-builder. Mr. McLean is held in high esteem by those above and below him in rank, and is highly commended for his excellent workmanship.

He was married, in Portsmouth, to a daughter of William Pettit, of Alexandria, Virginia. She died in 1900, leaving six children, namely: Charles; George; Rosa (Loach); Lulu (Taylor) of Norfolk; Fannie; and Delia (Dempsey), of Portsmouth. Mr. McLean has resided on 4th street, in South Portsmouth, for the past 30 years. He is a Republican in politics. He is a member of the I. O. O. F., and is the oldest charter member of Portsmouth Lodge, No. 16, K. of P. He is a member of Wright Memorial Methodist Episcopal Church, South, of which he is a steward and trustee.

LYCURGUS BERKLEY,* an extensive real estate, fire and life insurance dealer, of Berkley, Norfolk County, Virginia, was born in Berkley August 15, 1855. He is a son of Lycurgus and Eliza A. (Middleton) Berkley.

Lycurgus Berkley, the father, was born in Fairfax County, Virginia, near Fairfax Court House. For many years he was a wholesale dealer in dry goods and notions in Norfolk. He disposed of that business and removed to Berkley, which city takes his name. He turned his attention to real estate and to developing the town. He was a prominent man in Norfolk County, and in fact was known throughout Virginia, and the Carolinas. He was one whose life was actuated in everything he did by noble purpose and purity of motive. Charitable, genial and courteous, he won hosts of friends by reason of his many acts of kindness, and by always lending a helping hand to those in need. He was particularly interested in young men who were just starting out in business life, and always gave them good advice and his assistance. He took but little interest in politics, but liked to see good men at the head of the government. He gave $500 to each of the religious denominations in Berkley, and a building site to the Baptist and the Presbyterian churches; he also offered the same to the Catholics, but they were not able to erect a building on the site. His death occurred at the age of 52 years. He married Eliza A. Middleton, who is still living, at the age of 65 years. She is a prominent worker in Memorial Methodist Episcopal Church, South, and a woman of many admirable traits of character. Four children resulted from her union with Mr. Berkley, namely: John Middleton, who is active in politics, is now a member of the Town Council, and was second mayor of Berkley, after its incorporation; Lycurgus, the subject of this sketch; Martha P. S., who died at the age of 20 years; Waverly D., a dealer in furniture, stoves and tinware, in Berkley,—he is vice-president of the Merchants' & Planters' Bank, and also president of the Berkley Building & Loan Asoociation, the first concern of its kind in the town.

Lycurgus Berkley, whose name opens these lines, was a student in Randolph-Macon College, which he left in his intermediate year. He returned to his home, and entered the wholesale dry goods business with his father. Later, he formed a partnership with J. W. Hunter, the firm name reading J. W. Hunter & Company. He remained in partnership with Mr. Hunter for two years, when he sold his interest in the business, and removed to Berkley, in June, 1900. He then engaged in the real estate, fire and life insurance business, in which he has been very successful. He is a man of more than ordinary business ability, honest and upright in all his dealings, and has won the confidence and respect of all who come in contact with him, either in a business or social way. He is vice-president of the Business Men's Exchange and Board of Trade, treasurer of the Atlantic Permanent Building & Loan Association, and holds other responsible positions in various other business enterprises.

Mr. Berkley was married in October, 1874, to Mary E. Wicks, who is a native of Norfolk, Virginia, and a daughter of Capt. Edward F. Wicks. Captain Wicks and his wife are both deceased. Three children have been born to Mr. Berkley and his wife, namely: Martha, deceased at the age of 19 years; Lucille, a graduate of Mary Washington College, with the class of 1901; and Alice Hunter. Mr. Berkley and his wife are members of Memorial Methodist Episcopal Church, South, and the former is steward and treasurer for the board of stewards. He is a member of the Knights of Pythias and Royal Arcanum, being collector for the latter organization.

BENJAMIN F. McHORNEY,* who is captain on the vessel "Belle Horton," which plies between Newport News and Sewell's Point, was born in Currituck County, North Carolina, November 17, 1874. He is a son of Benjamin and Jennie (Woodhouse) McHorney.

Benjamin McHorney was a steamboat captain in his younger days, but later in life engaged in mercantile pursuits. He died when his son, Benjamin F., was but four years old. In politics, he was a Democrat. His widow, whose maiden name was Jennie Woodhouse, was a native of Currituck County, North Carolina, and is now living in Norfolk, aged 52 years. She is a member of the Methodist Episcopal Church, South. Five children were the offspring of this union, namely: Walton, Manliff and Samuel, deceased; Walter, who is captain of the steamboat "Teddy," and lives in Norfolk; and Benjamin F., the subject of this sketch.

Benjamin F. McHorney had very meager educational advantages. His slight schooling was received at the Oxford Orphan Asylum, in Oxford, North Carolina. He went on the water at the age of 14 years, and suffered many hardships, being ill treated, and shipwrecked three times. He was cabin boy on an ocean liner, which was owned by the Merritt Wrecking Company. Subsequently he was employed on a sailing vessel for a period of six years. He worked himself up from cook to seaman, then to mate, and later was promoted to the position of captain. Later, he was engaged in steamboating on several different lines. For the past eight months he has been in the employ of the Norfolk & Atlantic Terminal Company, and, as before stated, is captain of that company's steamboat "Belle Horton," which plies between Newport News and Sewell's Point. He is a good seaman, and is held in high esteem by his employers and the members of his craft.

Mr. McHorney lives with his mother in Norfolk. He is a member of Harmony Lodge, No. 19, Independent Order of Odd Fellows, and Progressive Harbor, No. 9, Association of Pilots and Masters of Steam Vessels of the United States. In politics, he is a Democrat.

HORACE G. MUNDEN*, who is second captain on the steamboat "Belle Horton," which plies between Newport News and Sewell's Point, was born at Neuse River, North Carolina, in 1875. He is a son of Davis and Mary F. (Carroll) Munden.

Davis Munden was a native of North Caroline, and for many years was an oyster packer. He was a blockade runner during the Confederate War. His wife was a daughter of Benjamin F. and Mary Carroll. She was a native of North Carolina, and died in 1896, aged 56 years. Nine children were born to Davis Munden and his wife, namely: Albert, an engineer on the tug "Piedmont" at Norfolk; Jane, who married Ernest Mason, a policeman, of Norfolk; Sarah, deceased; Charles, who is with the Olive Wait Oyster Company; Nettie, the wife of John Stringer of Norfolk; Julia, who married T. J. Ewell; Davis R., who lives in Elizabeth City, and is engaged in mercantile

pursuits; James L., of Norfolk, who is captain of the steamboat "Matthews;" and Horace G., the subject of this sketch.

Horace G. Munden attended the public schools at Atlantic City, and after leaving school worked in a mill for a short time. He then went on the water for the Merritt Wrecking Company, working as cook and deck-hand. His next work was steamboating for John H. Cannon & Company, with whom he remained 18 months. He was deck-hand on the "Viking," and also held that position on several other vesels. He received his pilot's license in 1897, after which he was mate on the "Success," for three months. He was captain of the "Sylph" two months, and then went on the tug "Lambert's Point," and later on the tug "Philadelphia," of which he was first officer. While on the tug "Portsmouth," he was promoted to the position of captain, after which, in September, 1900, he entered the service of the Norfolk & Atlantic Terminal Company. He is now filling the position of second captain of the steamboat "Belle Horton," and is considered one of the most capable men on that vessel.

Mr. Munden is a Democrat in politics. He is well known and highly esteemed among seafaring men, and possesses many good traits of character.

J. H. WHITE,* a prominent citizen of Portsmouth, Virginia, at the date of this writing was superintendent of the Portsmouth Gas Company. He was born in Charleston, South Carolina, in 1866.

Mr. White was reared in his natal city, and is a graduate of the South Carolina Military Academy. After graduation he served an apprenticeship as a machinist, then ran on the railroad for a time. He was next employed as a draughtsman by the South Carolina Railroad Company, and subsequently had a run on that road for a short time. He went to Macon, Georgia, where, in 1889, he became superintendent of a gas, electric and street railway company, and afterward went to Belleville, Illinios, where he rebuilt a plant, of which he took charge. He continued in that city until January, 1893, when he came to Portsmouth, Virginia, and assumed the position of superintendent of the Portsmouth Gas Company. This concern was chartered and established April 17, 1854, and was conducted very successfully for a number of years. It then ceased to pay dividends, but since Mr. White became superintendent, in 1893, its affairs have been in a healthy and prosperous condition. H. L. Watts was the treasurer of the company, and Mr. White later acted in that capacity for a period of three years. The daily capacity of the plant has been increased from 20,000 to 150,000 cubic feet, and the equipment is of the later pattern. There are about 850 consumers in the city of Portsmouth. Mr. White has entire supervision of all work outside of the office, and has charge of the street lighting. In the streets there are 84 lights, 14 being commercial lights of 2,000 candle power. The gas plant is at the north end of Green street; and is equipped with a dynamo and other modern machinery. The charter was renewed in February, 1884, when the electrical plant was added, granting the privilege of lighting Portsmouth City and Norfolk County. They have 2-inch, cast-iron mains in the ground, and are probably the only company which has them.

Mr. White was united in marriage with Miss Voelker, of Belleville, Illinois, who died August 21, 1894, leaving one child, Ann Voelker, who is living with Mr. White's mother, in Charleston, South Carolina.

Mr. White formed a second marital union with Cyrena White, of Portsmouth, a daughter of Littleton White, and granddaughter of John K. Cook, one of the prominent residents of this county in his day. Three children were born to them, namely: Henry H., Jr., who died in infancy; Henry H., Jr.; and Cyrena. The family residence is in Park View. Politically Mr. White is a Democrat. He is a Ma-

son and a member of the Elks; Heptasophs; and Royal Arcanum. Religiously he is an Episcopalian, whilst his wife is a member of the Methodist Episcopal Church, South.

WILLIAM E. BRUCE,* a well-known farmer of Norfolk County, Virginia, was born on his present farm, on the Western Branch of the Elizabeth River, May 15, 1849. He is a son of William A. Bruce of Norfolk County.

William E. Bruce attended school at Churchland, and early in life began farming. This occupation he has always followed, and has made his home on the farm on which he was born. He has 100 acres of finely improved trucking land, and also carries on general farming. In this he has met with more than usual success, and is considered one of the best posted farmers in his section of the county. Mr. Bruce is a good citizen, always willing to aid in any worthy enterprise.

Mr. Bruce married Zue Love, who died in 1882. He is independent in politics. Religiously, he is a member of the Churchland Baptist Church.

BENJAMIN F. WAINWRIGHT,* who is serving as first officer of the steamer "Ocean View," was born in Salisbury, Maryland, in 1873. He is a son of Isaac J. and Margaret B. Wainwright, who were natives of Maryland, and are now living in Baltimore. Isaac J. Wainwright is a retired mariner.

Benjamin F. Wainwright attended the schools of Salisbury, and after leaving school went to sea as cook. He continued working in that capacity for six years, when he became mate, and sailed on several different vessels for the following three years. He began steamboating, at Norfolk, in 1894, as deckhand and cook, and was licensed as a pilot in 1895. His first vessel was the "Albemarle," on which he served as mate. He then entered the United States lighthouse service as deckhand, and continued thus 18 months. For the next three months, he acted as mate on the tug "Willard," and afterward on the following tugs,—"Grace Titus," "J. S. Hoskins," "Esherick" and "Cahill." After leaving the "Cahill," he was appointed first officer of the steamer "Ocean View," in which capacity he is now serving. He is an expert seaman, and his future looks very promising.

Mr. Wainwright is a member of the Royal Arcanum, and of the Association of Pilots & Masters of Steam Vessels of the United States, Protective Harbor, No. 9.

VIRGINIUS L. BACKUS,* a well-to-do farmer of Lambert's Point, Norfolk County, Virginia, and one of the most highly esteemed citizens of that place, was born May 22, 1859, on the farm which he now owns and cultivates. He is a son of Richard S. Backus, and a grandson of Anthony Backus.

Richard S. Backus was born on the same farm, and died in 1881, aged 64 years. He married Anna S. Taylor, who was born in Norfolk County, and they reared 13 children, of whom nine are still living, namely: Jane W.; Lydia; Richard S., Jr.; William H.; Ben F.; Virginius L.; Mary D.; Amelia; and Herbert T.

Virginius L. Backus owns 28 acres of land, on which he lives. He also owns another farm of 28½ acres. In addition to these, he has considerable property in Norfolk and Newport News. He has always met with much success in farming, and is looked upon as one of the best agriculturists in Norfolk County. He takes a deep interest in movements which promote the advancement and progress of his community, and willingly gives his support to any worthy enterprise.

Mr. Backus was married in 1883 to Mar-

tha Robertson, who was born in Norfolk County, and is a daughter of William Robertson. They have one child, Pearl L. Politically, Mr. Backus is a Democrat. He is a member of the I. O. O. F. He attends the Methodist Episcopal Church, South. He is well known in Norfolk County, and is held in high esteem by all, as an honest, upright citizen.

WILLIAM J. LUKE, a storekeeper at Berkley, Virginia, for the Norfolk & Southern Railroad Company, has proved himself worthy to fill that position by his promptitude and unremitting attention to his business. He was born in Camden County, North Carolina, March 19, 1871, and is a son of Col. G. G. and Mary (Wright) Luke, the latter a native of Camden County, who is now an honored resident of Berkley, Virginia, about 58 years of age.

Col. G. G. Luke was an attorney-at-law who was well and favorably known, stood high as a worthy and enterprising citizen of his community, and was of distinguished ancestry. He was reared in Portsmouth, and after completing his education started out in life as an attorney-at-law, and practiced extensively in the First District of North Carolina for many years. He served as lieutenant-colonel of the 52nd Regiment, North Carolina Infantry, during the Confederate War, until taken prisoner at Hatteras, when he was taken to Washington, and afterward to Fort Warren, in Boston harbor, and exchanged after six or eight months. In politics, Colonel Luke was an ardent Democrat, and was the leader of his party for years in the First District of North Carolina. He served in the House of Representatives as petition and resolution clerk, during President Cleveland's administration. In fraternal circles he affiliated with the Masonic order. He and his wife were members of the Protestant Episcopal Church. Colonel Luke departed this life in Berkley, Virginia, but was taken to Elizabeth City, North Carolina, for burial, being much mourned by all who knew him.

William J. Luke is the eldest of seven children, the others being,—Paul B., a yardmaster in the employ of the Norfolk & Southern Railroad Company, who resides at Berkley; Granville G., a machinist; Lucinda L., who died at the age of 13 years; Sallie; Addie, who attends school; and Latham Lewis.

The primary education of William J. Luke was obtained under the instruction of his father, after which he attended the academy at Camden. When his school days had ended, he departed for a time on a government surveying tour, which lasted nearly two years, and surveyed, in 1887-1888, the State line between Virginia and North Carolina. After returning from this trip he surveyed what was then the Albemarle & Pantego Railroad, but has since become known as the Pamlico Division of the Norfolk & Southern Railroad. This trip consumed six months, after which he entered the service of the Norfolk & Southern Railroad Company as brakeman. He continued thus for seven months, at which time he was promoted to be a conductor, and served as such satisfactorily for nine years. Mr. Luke then acted as yardmaster at Berkley until March 14, 1900, when he was appointed to take charge of the company's store, and has held that position since then with great credit to himself.

In 1893, Mr. Luke was united in marriage with Lillie Maud Holland, a native of Berkley, Virginia, and a daughter of William N. Holland, also a resident of that town. They have one child,—Mary Gladys. Mr. Luke attends St. Thomas' Protestant Episcopal Church, while his wife attends the Berkley Baptist Church. The subject of this sketch is a member of the Order of Railway Conductors. In every way, he is a worthy, upright citizen, and one who helps to give character to a community.

INDEX.

PAGE

Ackiss, A. J. 1010
Ackiss, H. S. 908
Agelasto, A. N. 531
Agelasto, P. A. 1015
Alexander, J. W. 507
Allen, N. F. 970
Anderson, H. R. 960
Anderson, J. A., Jr. 917
Armistead, J. C. 634
Armistead, R. J. 850
Armstrong, J. D. 1010
Ashburn, A. H. 879
Ashby, W. G. 712
Ashton, J. C. 620

Backus, V. L. 1037
Bain, G. McK. 555
Bain, K. A. 616
Baker, Dr. B. M. 978
Baker, G. K. 906
Baker, J. A. 907
Baker, R. H. 652
Baker, W. L. 995
Ballard, J. W. 963
Ballentine, T. R. 577
Banks, Maj. R. G. 990
Barker, Capt. Isaiah 526
Barlow, E. L. 726
Barlow, R. C. 713
Barnes, R. T. 993
Beale, Capt. I. H. 848
Beaman, Nathaniel 580
Bennett Medicine Company, The 884
Berkley, Lycurgus 1034
Berkley, W. L. 959
Betts, J. W. 855
Bew, G. A. 831
Bidgood, C. M. 794
Bidgood, J. W. 871
Bilisoly, J. L. 592
Billups, H. O. 1015
Black, Ebenezer 718
Black, Foster 568
Blackwell, J. F., A. M. 589
Bland, C. T. 819
Blassingham, J. W. 579
Blick, L. T. 828
Bliven, C. H. 736
Boaz, Capt. R. B. 737
Bohannan, W. J. 663
Boole, W. T. 929
Bowman, Joseph 930
Bowers, Stephen 602
Breese, C. P. 1001
Brinkley, H. A. 532
Brittingham, W. H. 841
Brooke, Hon. D. T. 832
Brooke, R. T. 740
Brooks, R. S. 880
Bruce, E. M. 977
Bruce, W. E. 1037
Bunch, Capt. J. E. 708
Bunting, J. L. 959
Bunting, R. P. 874
Burk, M. W. 777
Burroughs, J. J. 991
Burroughs, S. L. 893
Burroughs, Hon. W. H. 996
Burr, A. B. 840
Butt, E. A. 536
Butt, T. W. 877
Butt, Virginius 823
Byrd, O. F., D. D. S. 924

Camp, Edward 993
Capps, Z. B. 874
Carney, S. B. 938
Carney, W. B. 717
Carr, Dr. G. H. 913
Carr, J. P. 756
Cashan, T. M. 714
Cason, Capt. J. F. 827
Cassell, Norman 536
Casteen, J. T. 977
Cheek, W. B. 941
Childress, A. L. 789
Chiles, Dr. L. R. 1017
Citizens Bank, The 627
Clark, F. T. 550
Cobb, C. C. 573
Cole, J. E. 747
Coleman, C. W. 555
Conover, W. T. 784
Consolvo, C. H. 1016
Codd, P. C. 951
Cooke, Hon. M. T. 560
Cooper, J. S. 802
Core, J. H. 868
Costenbader, Dr. J. H. 708
Creecy, D. R. 1014
Crismond, W. E. 951
Crocker, Hon. J. F. 561
Crocker, F. L. 566
Crocker, Mrs. Margaret 705
Cromwell, R. T. 508
Cropp, M. B. 878
Crump, R. E. 901
Cruser, C. M. 943
Cruser, J. H. 650
Cruser, W. H. 945
Cuthriell, A. P. 625
Cutherell, R. D. 842

Dashiell, E. L. 860
Davidson, J. H. 811
Davis, L. H. 880
Dawes, E. E. 998
DeBaun, J. G. 978
DeBaun, J. Y. 1005
Denby, C. P. 883
Dennis, M. W. 788
DeMuth, S. P. 964
Dickinson, S. T., Jr. 679
Dobie, R. A. 690
Dodd, R. J. 846
Dole, Capt. I. E. 847
Doughtie, Dr. C. W. 787
Downing, Capt. G. B. 707
Doyle, W. H. 535
Dozier, I. R. 749
Dozier, R. M. 1030
Drewry, Dr. H. R. 788
Duke, Hardy 759
Duke, Henry 817
Duke, J. E. 801
Duncan, J. F. 695
Dunn, J. T. 595
Dupuy, Dr. H. R. 530

Earnest, Capt. C. A. 730
Eastwood, E. R. 1022
Eastwood, M. D. 655
Eastwood, W. T. 836
Edwards, G. F. 622
Elenor & Armentrout 938
Etheredge, H. B. 783
Etheredge, J. S. 701
Etheridge, Dennis 940
Etheridge, Dr. H. S. 672

Face, E. W. 631
Farland, Rev. Z. S. 914
Fentress, C. W. 966

	PAGE
Fentress, R. B.	638
Fiske, W. A.	616
Fitchett, Capt. W. S.	774
Fletcher, J. C.	878
Forrest, R. L.	549
Freeman, A. C.	1028
Freitas, J. D.	856
Frick, G. A.	761
Furcron, Dr. W. A.	793
Garnett, Hon. T. S.	607
Garrett, Rev. R. B.	926
Gary, S. W.	778
Gaskins, D. V.	989
Gibson, B. F.	664
Gill, F. D.	561
Glennan, Michael	967
Glover, Capt. H. H.	945
Gordan, Mrs. Ida	681
Grice, Dr. Joseph	639
Griffin, J. T.	711
Griffin, T. B.	855
Grimes, Dr. W. J.	520
Groner, D. L.	609
Groner, Gen. V. D.	610
Groves, J. S.	1027
Guthrie, J. J.	505
Guy, E. E.	750
Guy, H. L.	514
Hall, J. E.	676
Hall, J. J.	1025
Hamilton, J. A.	1024
Hand, S. T.	911
Happer, J. W.	573
Hardy, Caldwell	997
Harney, Capt. S. A.	1031
Harris, W. W.	601
Hart, Francis	967
Hart, J. N.	885
Herbert, R. L.	1020
Herman, H. S.	1025
Hicks, Hon. R. R.	549
Hillyer, W. L.	735
Hodges, Caleb	933
Hodges, Mrs. Eliza A.	865
Hoggard, H. C.	770
Hoggard, Thurmer	769
Holland, J. T.	912
Holland, John, Jr.	608
Hope, Dr. F. S.	753
Howell, B. F.	567
Hume, C. G.	568
Hume, James	532
Humphries, T. C.	930
Hutchins, R. A.	805
Hutchins, S. B.	995
Hutchings, Willis	784
Isaac, E. McC.	626
Ives, J. R. & Company	614
Jackson, O. D.	1021
Jacocks, J. H.	602
Jeffers, Hon. Alinza	999
Jenkins, J. B.	694
Jenkins, W. A.	1031
Jennings, Mrs. Mary A.	1011
Johnson, Capt. C. H.	831
Johnson, J. M.	672
Johnson, W. B.	851
Johnson, W. S.	676
Johnson, W. P.	862
Johnston, Hon. C. B.	547
Johnston, Hugh	840
Johnston, Robert	879
Johnston, R. M.	1001
Jones, B. R. & Co.	1005
Jones, Capt. J. J.	1022
Jones, J. W.	814
Jones, L. C.	675
Keeling, Hon. J. M.	652
Keeling, Capt. M. C.	865
Kegebein, Capt. J. H.	544
Kerr, J. A.	1000
Kevill, Thomas	817
Kilby, L. C.	633
King, J. T.	583
King, W. E.	1008
Kingman, L. H.	905
Kirn, Henry	723
Krise, A. E.	608
Lamb, Col. William	517
Land, W. H.	914
Land, W. J.	789
Lambert, Capt. L. W.	574
Langhorne, W. S.	885
Larmour, W. G.	934
Lawler, J. F.	1023
Lesner, John	872
Levy, Moe	717
Lindsay, A. H.	957
Lloyd, S. M.	663
Lowenberg, D	992
Lownsbery, J. D.	867
Luckett, Capt. W. E.	824
Luke, P. B.	852
Luke, W. J.	1038
Marks, B. H.	725
Marshall, R. C.	954
Marshall, W. W.	548
Martin, G. A.	699
Martin, G. G.	923
Maupin, J. F.	603
Mayer, E. L.	689
Maynard, Hon. H. L.	639
Mayo, W. R.	562
McAlpine, Maj. C. R., M. D.	541
McCarrick, Capt. J. W.	601
McCullough, F. W.	694
McCurdey, N. A., M. D.	729
McDonald, R. W.	680
McHorney, B. F.	1035
McLean, R. H.	1033
Merrill, G. W.	661
Michelsohn, Adolph	743
Miller, Capt. Goodson	586
Miller, F. H.	738
Miller, H. G.	767
Miller, I. W.	526
Miller, J. T.	783
Minor, W. H.	867
Morgan, Capt. A. D.	706
Morgan, F. M., M. D.	777
Morrison, Thomas	782
Myers, Maj. A.	615
Munden, H. G.	1035
Nash, C. R.	597
Nash, Col. C. A.	556
Nash, H. M., M. D.	523
National Bk. of Commerce, The	947
Neely, R. J.	537
Neville, G. L.	835
Nicholas, L. M.	723
Norfleet, J. A., M. D.	958
Nottingham, F. E.	1018
Nottingham & Wrenn Co., The.	880
Norfolk Bank for Savings, The.	995
Ogg, Archibald	900
Old, Capt. W. W.	985
Ottley, J. J.	707
Overman, Edward	923
Owen, Rev. A. E.	578
Pamplin, N. C.	742
Pannill, S. W.	1007
Parker, G. D., Jr.	742
Parks, C. W.	925
Parlett, C. R.	1107
Peatross, R. W.	883
Peed, J. N.	554
Perkins, Dr. R. S.	952
Pettis, W. G.	719
Phelps, R. M.	978
Phillips, A. J.	613
Phillips & Mahoney	890
Phillips, S. C.	1026
Pinkerton, F. D.	657
Pitt, J. O.	690
Poulson, H. N.	718
Porter, J. W. H.	891
Portlock, F. L.	811
Portlock, Hon. W. N.	565
Powell, C. E.	806
Powell, G. T.	762
Priddy, C. W.	726
Prince, J. C.	828
Ramsay, T. N.	1000

	PAGE
Randolph, T. J.	550
Redd, Dr. J. T.	773
Reid, J. O.	732
Rhodes, Capt. J. T.	714
Richardson, Francis	1006
Riddick, Dr. J. G.	918
Riddick, J. J.	650
Robertson, W. F.	657
Robinson, C. F.	577
Robinson, J. J.	535
Robinson, W. H.	872
Rockafeller, C. W.	702
Roper, J. L.	553
Roper, L. J.	649
Rudd, W. S.	646
Rutter, J. W.	781
Ryan, M. J.	682
Sale, Col. W. W.	812
Sammons, J. H.	735
Sargeant, W. H., Jr.	544
Savage, Rev. W. V.	556
Sawyer, Dr. L. L.	583
Schwarzkopf, A. B.	908
Scott, W. T.	731
Shannon, J. H.	687
Sharp, J. H.	667
Shroeder, Charles	658
Shumadine, W. F.	519
Silvester, L. McD.	620
Simmons, Capt. J. W.	744
Simpson, W. W.	664
Slaymaker, A. B.	969
Smith, A. J.	738
Smith, O. V.	760
Smith, W. F.	637
Smothers, T. A.	782
Southgate, Capt. T. M.	1023
Southgate, T. S. & Co.	1018
Spalding, Hon. Edward	989
Spratley, W. S.	743
Stahl, Albert	1032
Steele, J. T.	777
Stewart, C. A.	615
Stewart, R. A., M. A., Ph. D.	651
Stewart, R. E. B.	580
Stewart, Col. W. H.	511
Stokes, W. H.	900
Stroud, A. T.	1002
Sykes, Bascom	572
Sykes, W. T.	889
Tapley, Capt. I. W.	937
Taylor, Col. G. W.	595
Taylor, R. B.	871
Taylor, Hon. Tazewell	702
Taylor, William	732
Tazewell, L. W.	584
Tebault, C. W.	884
Thomson, Rev. A. C.	919
Thompson, G. L.	925
Tilley, G. T.	584
Tilley, E. M.	720
Todd, D. W.	1002
Toomer, J. H.	590
Trant, G. R.	725
Trice, H. H.	693
Trotman, H. L.	814
Tunis, M. M.	835
Tunstall, Dr. Alexander	945
Tunstall, R. B.	537
Vanderberry, Thomas	525
Van Patten, I. T.	572
Venable, W. H.	656
Waddy, Col. J. R.	571
Wainwright, B. F.	1037
Wainwright, R. A.	1026
Walke, Dr. F. A.	610
Walke, W. T.	748
Walker, C. W.	707
Waring, Laurence	880
Warner, A. E.	616
Warren, D. W.	741
Warren, J. J.	744
Warren, W. E.	824
Watkins, J. H.	1020
Watson, J. L.	502
Watts, H. L.	724
Watts, Hon. L. R.	529
Webber, Capt. J. S.	866
West, W. A.	941
Wheeler, E. F.	598
White, Capt. E. V.	979
White, J. C.	859
White, H. H.	1036
White, W. H.	980
Whitehead, J. B.	793
Whitehurst, A. J.	845
Whitehurst, Hon. F. M.	989
Wilder, W. B.	918
Wilcox, F. E.	699
Wilkins, E. B.	920
Wilkins, H. B.	787
Wilkins, Dr. T. H.	954
Williams, Dr. C. G.	929
Williams, J. N.	538
Williams, T. A.	942
Williams, W. V. H.	983
Williamson, J. McC.	778
Williamson, J. T.	873
Willis, Capt. E. B.	813
Willis, John, Jr.	688
Wilson, A. E.	921
Wilson, R. S.	905
Winningder, Thomas	970
Wise, J. S.	794
Wise, W. F.	798
Wolcott, H. K.	1027
Woodhouse, G. H. H.	839
Wood, Capt. F. M.	706
Wood, Capt. J. D.	948
Wood, J. W.	920
Wood, Dr. W. K.	937
Wood, R. E.	818
Woodsend, C. J.	841
Wool, T. J.	559
Wrenn, C. O.	848
Wright, J. S., Jr.	790
Wright, Dr. T. J.	977
Young, J. L. Sr.	754

Portraits

	PAGE
Allen, Capt. E. A.	1010
Anderson, J. A., Jr.	916
Armory, City Office and Market Building, Norfolk, Va.	324
Armory and Market Building, Portsmouth, Va.	268
Pallard, J. W.	962
Ballentine, T. R.	577
"Banner of the Old Dominion".	2
Beaman, Nathaniel	588
Bew, G. A.	830
Bidgood, J. W.	870
Boole, W. T.	928
Bruce, E. M.	670
Butt, T. W.	876
Butt, Virginius	822
Camp, Edward	692
Carney, W. B.	710
Cason, Capt. J. F.	826
Check, W. B.	940
City Court House, Norfolk, Va.	181
City Hall and U. S. Post Office, Portsmouth, Va	392
Codd, P. C.	950
Cole, J. E.	746
Colonial House built by Willis Wilkins in 1744—Deep Creek.	24
Confederate Monument, Norfolk, Va.	142
Confederate Monument, Portsmouth, Va.	145

	PAGE
Cromwell, Mrs. Margaret	704
Cruser, C. M.	642
Cuthriell, A. P.	624
DeBaun, J. G.	972
Denby, C. P.	882
Destruction of the "Virginia," May 11th, 1862	85
Dickinson, S. T., Jr.	678
Downing, J. H.	1004
Doyle, W. H.	534
Duke, Hardy	758
Duke, Henry	810
Duke, J. E.	800
Eastwood, M. D.	654
Entrance to the Norfolk County Ferries at Portsmouth, Va.	268
Etheridge, Dennis	648
Face, E. W.	630
First Court House owned by the Borough of Norfolk	24
Flags and Great Seal of a Nation that Fell	132
Garnett, Hon. T. S.	606
Gaskins, D. V.	988
Glennan, Michael	966
Glover, Capt. H. H.	944
Griffin, J. T.	710
Griffin, T. B.	854
Guns taken from the Spanish Cruiser "Almirante Oquendo" in Navy Yard	460
Guthrie, Capt. J. J.	504
Hand, S. T.	910
High School Building, Norfolk, Va.	366
High School Building, Portsmouth, Va.	392
Hodges, Caleb	932
Homestead of Kader Talbot on Tanner's Creek	24
Hope, Dr. F. S.	752
Hospital St. Vincent de Paul, Norfolk, Va	207
Hutchins, R. A.	804
Hutchins, S. B.	994
Jennings, Mrs. Mary Allen	1011
Jones, L. C.	674
Johnson, W. B	850
Johnston, Hon. C. B.	546
Keeling, Capt. M. C.	864
Kingman, L. H.	904
Kirn, Henry	722
Lake Drummond in the Dismal Swamp	168
Lamb, Col. William	516
Mansion House on the Plantation of Col. William Crafford, at Swimming Point	168
Martin, A. H.	698
Mary F. Ballentine Home for the Aged, Norfolk, Va.	254
McAlpine, Maj. C. R., M. D.	540
McCarrick, Capt. J. W.	600
McCurdey, N. A., M. D.	728
"Merrimac," destroyed at the burning of the Norfolk Navy Yard, April 19th, 1861	85
"Merrimac" in dry dock, being converted into the iron battery "Virginia"	85
Merrill, G. W.	660
Miller, H. G.	766
Morgan, F. M., M. D.	776
Nash, H. M., M. D.	522
Norfolk Academy, Norfolk, Va.	181
Norfolk County Court House, Portsmouth, Va	392
Old Marine Hospital Building, (now Rylan Institute, Berkley Va.)	48
Overman, Edward	922
Phillips, A. J.	612
Plantation Home of Solomon Butt Talbot on Tanner's Creek	24
Portlock, F. L.	809
Portlock, Franklin	808
Portlock, Hon. W. N.	564
Redd, Dr. J. T.	772
Reprint of a Map of the Battleground of Hampton Roads	74
Roper, J. L.	552
Rutter, J. W.	780
Sammons, J. H.	734
Sawyer, Dr. L. L.	582
Shannon, J. H.	685
Shannon, Thomas	684
Sharp, J. H.	666
Spanish Cruiser, "Reina Mercedes," in the Simpson Dry Dock	460
Stern-Plate of U. S. S. "San Francisco"	460
Stewart, Lieut.-Col. W. H. (1862)	510
Stewart, Col. W. H.	12
St. Paul's Protestant Episcopal Church, Norfolk, Va.	207
Sykes, W. T.	888
Tapley, Capt. I. W.	636
Taylor, Col. G. W.	594
Trinity Protestant Episcopal Church, Portsmouth, Va.	392
Tunis, M. M.	834
U. S. Custom House, Norfolk, Va.	366
U. S. Court House and Post Office, Norfolk, Va.	348
U. S. Naval Hospital	484
U. S. Ship, "Delaware"	433
U. S. submarine boat "Holland" in the Stone Dry Dock	460
U. S. submarine boat "Holland" in the Stone Dry Dock	460
U. S. S. "Texas"	460
View of the Opening of Stone Dry Dock of the U. S. Navy Yard at Gosport	433
"Virginia" engaged in battle with the "Monitor" in Hampton Roads, March 9th, 1862	85
"Virginia" passing Fort Norfolk, March 8th, 1862	85
"Virginia" sinking the "Cumberland" March 8th, 1862	85
Waddy, Col. J. R.	570
Walke, Dr. F. A.	618
Walker, C. W.	796
Warren, D. W.	740
Watts, Hon. L. R.	528
White, E. V., of Engineer Corps, in Confederate Naval uniform	85
White, J. C.	858
Whitehead, J. B.	792
Whitehurst, A. J.	844
Wilkins, H. B.	786
Wilkins, H. B., Residence of	786
Williams, W. V. H.	982
Woodhouse, G. H. H.	838
Wood, Dr. W. K.	936
Wool, T. J.	558
Wright, Dr. T. J.	976